

| Number. | District. | Date of return from each district. | Rainfall at and-der station, in inches. | Character of the weather in the district, as far as known. | State and prospects of the crops at date. | REMARKS. |
|---------|--------------------------|------------------------------------|---|--|---|--|
| 47 | Maunbhoom ... | Aug. 12th | 4.7 | Favorable ... | Generally favorable. | |
| 48 | Singbhoom ... | " 12th | 2.5 | Rainy ... | Favorable. | |
| 49 | Durrung ... | " 5th | 4.8 | Variable ... | Fair. | |
| 50 | Nowgong ... | " 5th | .9 | Cloudy ... | Ous promising; Amun not very favorable, for want of rain. | Earthquake at 9½ P.M., on 30th July 1871. |
| 51 | Sebsaugor ... | " 5th | 1.7 | Close ... | Fair, Amun plants being transplanted. | Ditto ditto, followed by a heavy thunder-storm with vivid lightning. |
| 52 | Kamroop ... | " 5th | .9 | Gloomy, still, and hot. | Want of rain retards the trans-plantation of Amun crop. | |
| 53 | Luckimpore ... | " 5th | 3.4 | Unduly dry and sultry. | No apprehension as regards rice crop. | |
| 54 | Khasi and Jynteah Hills. | | | | | |
| 55 | Naga Hills. | | | | | |
| 56 | Julpigoree ... | " 4th | .3 | Very hot and dry | Promising, but wants more rain. | |
| 57 | Gowalparah ... | " 7th | .8 | Excessively hot and dry. | Amun suffering from want of rain. | |
| 58 | Garó Hills ... | " 5th | 1.2 | Fair ... | Good. | |
| 59 | Darjeeling ... | " 5th | 2.1 | Healthy ... | Same as last week. | |
| 60 | Cooch Behar ... | " 5th | * | No rain ... | Fair, if it rains soon. | * No rain-guage. |

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information,

FORT WILLIAM,
The 15th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

| DIVISIONS. | Stations. | Rainfall from 24th to 30th July 1871. | Rainfall from 31st July to 6th August 1871. | RAIN FROM 1ST JANUARY 1871. | | REMARKS. |
|----------------|----------------------------------|---------------------------------------|---|-----------------------------|------------------|--|
| | | | | Rain. | Up to date. | |
| CUTTACK. | Cuttack { Telegraph Office ... | 4.40 | 0.80 | 39.28 | 6th Aug. 1871. | |
| | Cuttack { Jail ... | 3.48 | 0.99 | 34.71 | ditto. | |
| | False Point ... | 2.60 | Not received | 34.90 | 30th July 1871. | |
| | Jajipore ... | 10.84 | ditto | 51.66 | ditto. | |
| | Kendraparah ... | 0.10 | ditto | 27.70 | ditto. | |
| | Jugutsingapore ... | 2.10 | ditto | 30.23 | ditto. | |
| | Sumbulpore ... | 3.96 | ditto | 25.77 | ditto. | |
| | Balasore ... | 3.50 | 2.43 | 36.49 | 6th Aug. 1871. | |
| | Bhuddruck ... | 3.12 | 2.19 | 35.63 | ditto. | |
| | Poorce ... | 2.61 | 1.09 | 36.48 | ditto. | |
| CHOTA NAGPORE. | Khoordah ... | Not received | Not received | 34.19 | 23rd July 1871. | |
| | Hazareebaugh ... | 1.86 | 3.01 | 24.14 | 6th Aug. 1871. | |
| | Burhee ... | 3.88 | 1.86 | 26.92 | ditto. | |
| | Pachamba ... | 3.00 | 4.32 | 33.66 | ditto. | |
| | Ranchee ... | 3.12 | 3.49 | 35.77 | ditto. | |
| | Palamow ... | 3.70 | 0.63 | 30.03 | ditto. | |
| | Purulia ... | 4.87 | 2.91 | 38.02 | ditto. | From 12th June. |
| | Gobindpore ... | 2.51 | 2.93 | 25.51 | ditto. | |
| | Chyebassa ... | 3.11 | 1.60 | 30.07 | ditto. | |
| | | | | | | |
| PATNA. | Patna ... | 0.10 | 1.47 | 32.32 | ditto. | |
| | Behar ... | 2.20 | 2.59 | 35.33 | ditto. | |
| | Barh ... | 1.83 | 0.83 | 23.09 | ditto. | |
| | Dinapore ... | 0.05 | 1.30 | 27.79 | ditto. | |
| | Gya ... | 1.02 | 1.25 | 27.28 | ditto. | |
| | Sherghotty ... | 1.65 | 1.44 | 22.77 | ditto. | |
| | Nowadah ... | 1.60 | 1.60 | 25.34 | ditto. | |
| | Arungabad ... | 2.00 | 2.57 | 18.16 | ditto. | |
| | Champaran ... | Not received | Not received | 21.77 | 16th July 1871. | From 5th June. |
| | Bettiah ... | 2.42 | 0.30 | 25.31 | 6th Aug. 1871. | |
| | Chuprah ... | 0.52 | 0.13 | 31.80 | ditto. | |
| | Sewan ... | 0.16 | Not received | 27.67 | 30th July 1871. | |
| | Mozufferpore ... | 1.80 | Nil | 33.08 | 6th Aug. 1871. | Not received 15th to 21st May. |
| | Durbhangah ... | 0.42 | 2.39 | 41.71 | ditto. | |
| | Seetamarce ... | 1.80 | 0.60 | 29.46 | ditto. | Not recorded 6th to 19th March. |
| | Tajpore ... | 1.70 | 0.85 | 27.59 | ditto. | From 1st April. |
| | Mudhubani ... | 1.76 | 0.29 | 26.52 | ditto. | From 22nd May. |
| | Hajipore ... | 0.78 | 1.41 | 18.75 | ditto. | |
| | Arrah ... | 0.33 | 1.09 | 26.46 | ditto. | |
| | Buxar ... | 1.30 | 1.90 | 37.65 | ditto. | |
| | Sasseram ... | 2.54 | 1.60 | 23.96 | ditto. | |
| BHAUGULPORE. | Bhubhoah ... | 0.53 | 1.18 | 33.67 | ditto. | |
| | Benares ... | 3.30 | Not received | 25.63 | 30th July 1871. | |
| | Bhaugulpore ... | 4.63 | 2.41 | 25.11 | 6th Aug. 1871. | Not received 10th to 16th July. |
| | Mudheypoorah ... | 1.05 | Not received | 27.05 | 30th July 1871. | |
| | Banka ... | 0.68 | ditto | 27.14 | ditto. | |
| | Monghyr ... | 4.26 | 0.61 | 32.14 | 6th Aug. 1871. | |
| | Jamooie ... | 3.02 | 0.74 | 31.42 | ditto. | |
| | Begooosari ... | 4.79 | 0.12 | 29.82 | ditto. | |
| | Deoghur ... | 2.73 | 3.78 | 36.85 | ditto. | From 13th Feb. |
| | Jamtara ... | 4.00 | 3.30 | 40.38 | ditto. | From 12th Feb. |
| | Rajmehal ... | 1.90 | 0.50 | 38.30 | ditto. | From 21st May. |
| | Pakour ... | 2.30 | 1.90 | 25.20 | ditto. | |
| | Purneah ... | 2.52 | 3.37 | 40.57 | ditto. | From 12th June. |
| | Kishengunge ... | 1.64 | 3.92 | 32.51 | ditto. | From 26th June. |
| | Arraria ... | 2.35 | 0.30 | 27.68 | ditto. | |
| RAJSHAHYE. | Rampore Beaulah ... | 0.48 | 7.09 | 47.85 | ditto. | |
| | Nattore ... | 0.39 | 4.20 | 52.30 | ditto. | |
| | Bograh ... | 0.12 | 0.28 | 59.98 | ditto. | |
| | Dinagepore ... | 0.12 | 3.35 | 46.17 | ditto. | |
| | Maldah ... | 1.01 | 2.50 | 31.94 | ditto. | |
| | Berhampore ... | 1.73 | 4.21 | 41.41 | ditto. | |
| | Jungipore ... | 0.54 | 4.13 | 38.03 | ditto. | From 16th Jan. |
| | Lalbagh ... | 0.93 | 2.84 | 32.72 | ditto. | From 17th April. |
| | Jamookandi ... | Not received | Not received | 25.03 | 23rd July 1871. | |
| | Pubna ... | 5.19 | 7.81 | 50.78 | 6th Aug. 1871. | Not recorded from 1st May. |
| | Coomercolly ... | Not received | Not received | 5.02 | 23rd April 1871. | |
| | Serajgunge ... | 1.09 | 0.92 | 52.62 | 6th Aug. 1871. | |
| | Rungpore ... | 1.10 | 0.90 | 61.70 | ditto. | From 22nd Jan. |
| | Bhowanigunge ... | 0.85 | 0.92 | 45.30 | ditto. | |
| | Titaiya ... | 1.38 | 1.80 | 43.82 | ditto. | |
| BURDWAN. | Burdwan ... | 2.29 | 2.78 | 35.73 | ditto. | |
| | Cutwa ... | 1.99 | 4.75 | 37.57 | ditto. | |
| | Culna ... | 3.80 | 2.67 | 43.84 | ditto. | |
| | Bood-Bood ... | 1.77 | 2.74 | 37.58 | ditto. | |
| | Bancoorah ... | 2.44 | 2.98 | 40.02 | ditto. | |
| | Raneegunge ... | 2.98 | 1.95 | 32.20 | ditto. | |
| | Sooree ... | 3.39 | 3.48 | 31.77 | ditto. | |
| | Hooghly ... | 5.60 | 4.90 | 49.27 | ditto. | |
| | Serampore ... | 4.37 | 4.18 | 31.20 | ditto. | |
| | | | | | | |
| | Jehanabad ... | Not received | Not received | 30.37 | 23rd July 1871. | From 20th Mar., and not received 17th to 23rd July. |
| | Howrah ... | 3.59 | 5.22 | 67.22 | 6th Aug. 1871. | From 21st April, and not received 10th to 16th July. |
| | Midnapore ... | 2.74 | 4.16 | 45.18 | ditto. | |
| | Coutai { Dy. Collr.'s Office ... | 3.65 | 2.16 | 43.71 | ditto. | |
| | Coutai { E. gr.'s Office ... | 4.15 | 2.35 | 51.72 | ditto. | |
| | Gurbetta ... | 3.59 | 0.85 | 39.85 | ditto. | From 6th Feb. |
| | Tumlook ... | Not received | Not received | 46.18 | 16th July 1871. | |

| DIVISIONS. | Stations. | Rainfall from 24th to 30th July 1871. | Rainfall from 31st July to 6th August 1871. | RAIN FROM 1st JANUARY 1871. | | REMARKS. |
|--------------|-----------------------------------|---------------------------------------|---|-----------------------------|-----------------|--|
| | | | | Rain. | Up to date. | |
| PRESIDENCY. | Kishnaghur ... | 4.52 | Not received | 37.84 | 30th July 1871. | |
| | Bongong ... | 3.24 | ditto | 45.42 | ditto. | |
| | Banaghat ... | 2.24 | ditto | 37.21 | ditto. | |
| | Meherpore ... | 4.24 | ditto | 33.45 | ditto. | |
| | Chocadungab ... | 4.10 | ditto | 50.95 | ditto. | |
| | Kooshteah ... | 2.29 | 1.58 | 54.11 | 6th Aug. 1871. | |
| | Jessore ... | 4.43 | 0.78 | 55.90 | ditto. | |
| | Khoolnah ... | 4.22 | 1.90 | 48.51 | ditto. | From 16th Feb. |
| | Jenidah ... | 0.61 | 1.65 | 60.10 | ditto. | From 6th March. |
| | Narail ... | 3.78 | 1.07 | 44.59 | ditto. | From 3rd April. |
| | Magoorah ... | 1.41 | 0.04 | 29.67 | ditto. | ditto. |
| | Bagirhaut ... | 3.67 | 3.53 | 51.42 | ditto. | |
| | Saugor Island ... | 5.30 | 1.00 | 57.90 | ditto. | |
| | Calcutta ... | 4.05 | 3.79 | 66.33 | ditto. | |
| | Alipore { Jail ... | 0.69 | 3.09 | 71.15 | ditto. | |
| | Alipore { Hospital ... | 7.05 | 2.79 | 70.04 | ditto. | |
| | Barrackpore ... | 5.16 | 3.37 | 65.24 | ditto. | |
| | Dum-Dum ... | 2.77 | 2.02 | 48.15 | ditto. | |
| | Baraset ... | 3.79 | 5.36 | 47.91 | ditto. | |
| | Satkherah ... | 1.71 | 2.80 | 52.51 | ditto. | |
| | Busseerhaut ... | 2.51 | 2.08 | 52.56 | ditto. | |
| | Diamond Harbour ... | 3.09 | 2.27 | 61.23 | ditto. | |
| | Barripore ... | 4.48 | 2.21 | 61.68 | ditto. | |
| Dacca. | Dacca { Telegraph Office ... | 2.31 | 2.19 | 65.75 | ditto. | |
| | Dacca { Jail ... | 1.70 | 1.80 | 62.50 | ditto. | |
| | Burrisaul ... | 4.04 | 1.55 | 62.92 | ditto. | |
| | Dowlat Khan ... | 3.11 | 3.14 | 63.19 | ditto. | |
| | Perozepore ... | 2.21 | 2.48 | 55.10 | ditto. | Not received 10th to 16th July. |
| | Madaripore ... | 3.63 | 2.02 | 49.09 | ditto. | |
| | Farreedpore ... | 4.01 | 1.49 | 63.37 | ditto. | From 5th June. |
| | Goalundo ... | 2.47 | Not received | 32.01 | 30th July 1871. | |
| | Mymensing ... | 6.57 | 2.26 | 72.11 | 6th Aug. 1871. | |
| | Jamalpore ... | 4.24 | 0.95 | 47.52 | ditto. | Not received 19th to 25th June. |
| | Atteah ... | 1.16 | 0.25 | 75.67 | ditto. | |
| | Kishoregunge ... | 1.63 | 1.27 | 73.12 | ditto. | |
| | Sylhet ... | 7.29 | 1.08 | 83.88 | ditto. | |
| CHITTAGONG. | Cachar ... | 2.31 | 1.82 | 59.39 | ditto. | |
| | Hylakandy ... | 3.24 | Not received | 57.61 | 30th July 1871. | Not received 10th to 23rd July. |
| | Koyah ... | 2.73 | ditto | 56.76 | ditto. | Not received 12th to 18th June and 3rd to 9th and 17th to 23rd July. |
| | Chittagong { Telegraph Office ... | 3.50 | 2.70 | 68.48 | 6th Aug. 1871. | |
| | Chittagong { Jail ... | 4.43 | 2.77 | 73.73 | ditto. | |
| | Cox's Bazar ... | 7.25 | Not received | 111.20 | 30th July 1871. | |
| | Rangamata Hill ... | 1.20 | ditto | 63.38 | ditto. | |
| | Noakhally ... | 5.34 | 4.88 | 79.80 | 6th Aug. 1871. | |
| | Tipperah ... | 2.10 | 3.65 | 69.85 | ditto. | |
| | Brahmanbariah ... | 2.07 | Not received | 70.10 | 30th July 1871. | |
| COOCH BEHAR. | Akyab ... | 11.60 | 2.70 | 137.10 | 6th July 1871. | |
| | Buxa ... | 4.73 | 4.84 | 118.13 | ditto. | |
| | Gowalparah ... | 0.50 | 1.95 | 66.57 | ditto. | Not recorded 27th Feb. to 5th March. |
| | Dhoo bree ... | Nil | 1.20 | 42.81 | ditto. | |
| | Tura (Garó Hills) ... | 2.26 | Not received | 67.23 | 30th July 1871. | |
| ASSAM. | Darjeeling { Telegraph Office ... | Not received | ditto | 34.90 | 30th June 1871. | |
| | Darjeeling { Hospital ... | 1.72 | 2.29 | 67.33 | 6th Aug. 1871. | |
| | Rungbee ... | Not received | Not received | 50.50 | 30th June 1871. | |
| | Falacottah ... | 1.00 | 0.98 | 43.97 | 6th Aug. 1871. | |
| | Julpigoree ... | 0.93 | 0.23 | 58.37 | ditto. | |
| | Boda ... | 0.59 | Not received | 41.25 | 30th July 1871. | |
| | Tezporé ... | 2.49 | 4.76 | 58.56 | 6th Aug. 1871. | |
| SAMSAT. | Nowgong ... | 6.84 | Not received | 53.27 | 30th July 1871. | From 30th Jan. |
| | Maugledye ... | 2.13 | ditto | 42.87 | ditto. | |
| | Burpettah ... | 0.30 | ditto | 53.27 | ditto. | |
| | Gowhaty ... | Nil | 1.29 | 39.06 | 6th Aug. 1871. | |
| | Seesaugor ... | 2.63 | Not received | 66.04 | 30th July 1871. | From 27th Feb. |
| | Jorehaut ... | 2.91 | ditto | 57.96 | ditto. | |
| | Golghat ... | 7.07 | ditto | 70.07 | ditto. | |
| | Nazeerah ... | 1.93 | ditto | 62.48 | ditto. | |
| | Debrooghur ... | 2.24 | ditto | 68.86 | ditto. | |
| | Suddya ... | Not received | ditto | 57.79 | 23rd July 1871. | |
| | Shillong ... | 3.98 | ditto | 44.89 | 30th July 1871. | From 18th Feb. |
| | Cherrapoonjee ... | 8.09 | 3.59 | 208.54 | 6th Aug. 1871. | |
| | Jowai ... | 2.48 | Not received | 75.85 | 30th July 1871. | |
| | Samoogoodting ... | Not received | ditto | 29.46 | 23rd July 1871. | |

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 12th August 1871.

Meteorological Telegraphic Report for the period 6th to 12th August 1871.

| STATIONS. | Date. | Hour. | Barometer reduced to 32°. | Barometer reduced to sea-level. | THERMOMETER. | | Humidity Sat. =100. | WIND. | | Rain. | Clouds. | Weather initials. |
|----------------|--------|--------|---------------------------|---------------------------------|--------------|--------|---------------------|------------|-----------|--------------|-------------|-------------------|
| | | | | | Dry. | Wet. | | Direction. | Velocity. | | | |
| CALCUTTA. | Augt. | 10 | 29.565 | 29.583 | 86.7 | 82.5 | 81 | E N E | ... | ... | K | Scuds from |
| | 16 | 29.462 | 29.480 | 88.7 | 84.2 | 80 | N by E | ... | ... | 0.79 | K, C | E by N |
| | 7th | 10 | 29.496 | 29.514 | 85.0 | 81.8 | 87 | E N E | ... | 0.33 | C | |
| | 16 | 29.371 | 29.389 | 87.3 | 84.0 | 85 | N E | ... | 0.04 | K, N | Scuds from | |
| | 8th | 10 | 29.424 | 29.442 | 82.6 | 81.5 | 95 | E by S | ... | 0.13 | ..... | E N E |
| | 16 | 29.359 | 29.377 | 81.0 | 80.0 | 95 | S E | ... | 0.09 | ..... | o, d, scuds | |
| | 9th | 10 | 29.477 | 29.495 | 84.8 | 82.8 | 91 | S E | ... | 0.08 | K, C | from S E |
| | 16 | 29.406 | 29.424 | 82.5 | 81.0 | 93 | S E | ... | 0.56 | ..... | o | |
| | 10th | 10 | 29.496 | 29.514 | 84.6 | 81.8 | 87 | S E | ... | ... | K | |
| | 16 | 29.401 | 29.419 | 86.4 | 83.0 | 85 | S E | ... | ... | ... | K | |
| | 11th | 10 | 29.516 | 29.534 | 85.3 | 81.5 | 83 | E | ... | 0.03 | K | |
| | 16 | 29.441 | 29.459 | 82.5 | 80.5 | 91 | S | ... | 0.53 | ... | K | t |
| 12th | 10 | 29.506 | 29.524 | 85.2 | 83.0 | 91 | E by N | ... | ... | K | | |
| 16 | 29.392 | 29.412 | 84.2 | 82.2 | 91 | E by N | ... | 0.49 | ... | C, K | | |
| SAUGOR ISLAND. | 6th | 10 | 29.570 | 29.576 | 84 | 82 | 91 | W N W | 9.1* | 0.20 | N | b, p |
| | 16 | 29.466 | 29.472 | 87 | 82 | 79 | N W | 13.3* | 0.70 | N | b, p, v | |
| | 7th | 10 | 29.466 | 29.472 | 87 | 82 | 79 | N | 18.3* | 0.60 | N | b, p, v |
| | 16 | 29.348 | 29.354 | 84 | 81 | 87 | W N W | 19.8* | 0.90 | N | o, p, w | |
| | 8th | 10 | 29.429 | 29.435 | 85 | 83 | 91 | W N W | 24.0* | 4.20 | N | o, u, v |
| | 16 | 29.377 | 29.383 | 83 | 81 | 91 | S | 24.0* | 0.20 | N | o, w | |
| | 9th | 10 | 29.489 | 29.495 | 86 | 82 | 83 | S S W | 12.3* | 0.10 | N | b, v |
| | 16 | 29.410 | 29.416 | 84 | 82 | 91 | S S E | 14.2* | ... | N | o, u | |
| | 10th | 10 | 29.494 | 29.500 | 86 | 82 | 83 | E S E | 7.6* | 0.60 | N | b, v |
| | 16 | 29.409 | 29.415 | 85 | 82 | 87 | S E | 13.4* | ... | N | b | |
| | 11th | 10 | 29.496 | 29.502 | 87 | 83 | 83 | N E | 10.3* | 0.10 | N | b, u, v |
| | 16 | 29.444 | 29.450 | 83 | 82 | 95 | E | 8.2* | 0.40 | N | b, v, w | |
| 12th | 10 | 29.509 | 29.515 | 83 | 81 | 91 | N N W | 6.1* | 1.10 | N | o, v, u | |
| 16 | 29.392 | 29.398 | 85 | 82 | 87 | N W | 7.2* | 1.20 | N | b, p, u | | |
| CHITTAGONG. | 6th | 10 | 29.518 | 29.627 | 87 | 81 | 76 | N E | 4.9* | 1.20 | CK, C | b |
| | 16 | 29.439 | 29.547 | 86 | 80 | 75 | S E | 11.1* | ... | K, KS | b | |
| | 7th | 10 | 29.544 | 29.654 | 83 | 80 | 87 | E S E | 6.6* | ... | KS | b |
| | 16 | 29.444 | 29.553 | 83 | 80 | 87 | S E | 11.4* | 0.10 | K, KS | p, u | |
| | 8th | 10 | 29.544 | 29.654 | 85 | 81 | 83 | S E | 7.9* | ... | CS | b |
| | 16 | 29.437 | 29.546 | 82 | 80 | 91 | S E | 10.8* | 0.10 | KS | v | |
| | 9th | 10 | 29.534 | 29.644 | 85 | 80 | 79 | S E | 6.2* | ... | K | b |
| | 16 | 29.449 | 29.518 | 85 | 82 | 87 | S S W | 11.3* | ... | C | b | |
| | 10th | 10 | 29.502 | 29.611 | 87 | 81 | 76 | E S E | 7.4* | 0.10 | CS | b, v |
| | 16 | 29.412 | 29.521 | 83 | 80 | 87 | S W | 12.0* | ... | N | d, u | |
| | 11th | 10 | 29.499 | 29.607 | 87 | 83 | 83 | E | 4.5* | 0.30 | C, CS | b, v |
| | 16 | 29.447 | 29.556 | 82 | 80 | 91 | S E | 8.4* | 0.10 | KS | p, t | |
| 12th | 10 | 29.544 | 29.654 | 84 | 80 | 83 | S E | 6.3* | 0.10 | KS, K | u | |
| 16 | 29.454 | 29.563 | 84 | 81 | 87 | S E | 12.7* | 0.10 | KS | p, g | | |
| MADRAS. | 5th | 10 | 29.793 | 29.823 | 92 | 75 | 42 | W S W | 13* | ... | ..... | b, c |
| | 16 | 29.609 | 29.639 | 97 | 77 | 37 | W S W | 9* | ... | ..... | b, c | |
| | 6th | 10 | 29.734 | 29.764 | 88 | 75 | 52 | S W | 15* | 0.16 | ..... | b, c |
| | 16 | 29.670 | 29.700 | 91 | 75 | 44 | S by E | 7* | ... | ..... | b, c | |
| | 7th | 10 | 29.759 | 29.789 | 90 | 75 | 47 | S W by W | 15* | ... | ..... | b, c |
| | 16 | 29.683 | 29.713 | 86 | 77 | 64 | S S E | 7* | ... | ..... | o | |
| | 8th | 10 | 29.792 | 29.822 | 88 | 75 | 52 | S W | 13* | 0.02 | ..... | b, c |
| | 16 | 29.682 | 29.712 | 93 | 74 | 37 | W | 7* | ... | ..... | o | |
| | 9th | 10 | 29.789 | 29.819 | 91 | 76 | 47 | S W by W | 11* | ... | ..... | m |
| | 16 | 29.681 | 29.711 | 88 | 78 | 62 | E by N | 10* | ... | ..... | b, c | |
| | 10th | 10 | 29.794 | 29.824 | 91 | 76 | 47 | S W | 11* | ... | ..... | b, c |
| | 16 | 29.619 | 29.649 | 97 | 77 | 37 | S W | 12* | ... | ..... | b, c | |
| 11th | 10 | 29.761 | 29.791 | 87 | 76 | 58 | S W | 11* | 0.34 | ..... | b, c | |
| 16 | 29.641 | 29.671 | 95 | 78 | 44 | S W | 10* | ... | ..... | b, c | | |
| CUTTACK. | 6th | 10 | 29.578 | 29.661 | 81 | 79 | 91 | N N W | 0.2* | 0.30 | N | o, d |
| | 16 | 29.488 | 29.571 | 80 | 77 | 86 | N W | 0.3* | ... | N | d, o | |
| | 7th | 10 | 29.533 | 29.616 | 79 | 77 | 90 | W S W | 0.6* | 0.30 | N | o, v |
| | 16 | 29.430 | 29.513 | 79 | 77 | 90 | S W | 0.4* | ... | N | d | |
| | 8th | 10 | 29.515 | 29.598 | 77 | 77 | 100 | S W | 0.3* | 1.50 | N | r |
| | 16 | 29.415 | 29.497 | 83 | 79 | 83 | W S W | 0.7* | ... | N | o | |
| | 9th | 10 | 29.465 | 29.547 | 83 | 79 | 83 | W S W | 0.3* | 0.20 | KS, N | o |
| | 16 | 29.380 | 29.462 | 86 | 79 | 71 | W N W | 0.6* | ... | N, C | | |
| | 10th | 10 | 29.458 | 29.540 | 83 | 79 | 83 | W | 0.4* | ... | KS, N | |
| | 16 | 29.377 | 29.459 | 87 | 81 | 78 | W | 0.6* | ... | KS, N | | |
| | 11th | 10 | 29.505 | 29.587 | 83 | 79 | 83 | W N W | 0.3* | ... | N | cloudy |
| | 16 | 29.408 | 29.515 | 84 | 80 | 83 | W | 0.4* | ... | N, C | o, d | |
| 12th | 10 | 29.540 | 29.623 | 81 | 78 | 86 | W | 0.3* | 1.60 | N | v, d | |
| 16 | 29.440 | 29.523 | 80 | 78 | 91 | W S W | 0.4* | ... | N | d | | |
| ARAYAB. | 6th | 10 | 29.640 | 29.655 | 81 | 78 | 86 | S W | 2 | 0.20 | KS, N | d |
| | 16 | 29.556 | 29.571 | 83 | 79 | 83 | S S W | 2 | ... | K, KS | b | |
| | 7th | 10 | 29.653 | 29.668 | 80 | 78 | 91 | S | 1 | 0.80 | KS | d |
| | 16 | 29.579 | 29.594 | 82 | 80 | 91 | S S W | 1 | 0.60 | K, KS | o | |
| | 8th | 10 | 29.668 | 29.683 | 82 | 79 | 87 | S S W | 1 | 0.20 | K, CK, KS | o |
| | 16 | 29.589 | 29.604 | 82 | 78 | 82 | S S W | 1 | ... | C, K, KS | g | |
| | 9th | 10 | 29.633 | 29.648 | 80 | 78 | 91 | S S E | 1 | 0.70 | KS, N | r |
| | 16 | 29.531 | 29.546 | 81 | 78 | 86 | S | 1 | 0.10 | C, CK, K, KS | b | |
| | 10th | 10 | 29.586 | 29.601 | 83 | 79 | 83 | S S E | 1 | ... | C, S, K, CK | b |
| | 16 | 29.476 | 29.491 | 83 | 79 | 83 | S S W | 1 | ... | C, S, K | g | |
| | 11th | 10 | 29.579 | 29.594 | 82 | 79 | 87 | S | 1 | 0.50 | KS | b |
| | 16 | 29.519 | 29.534 | 81 | 79 | 91 | W S W | 1 | 0.50 | KS, N | r | |
| 12th | 10 | 29.673 | 29.688 | 84 | 80 | 83 | S S W | 2 | 1.20 | K, CK, KS | b | |
| 16 | 29.586 | 29.601 | 83 | 79 | 83 | S S W | 1 | 0.10 | C, K, CK | b | | |

* Velocity of wind in miles per hour.

CALCUTTA.
The 12th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 10th TO 30th JUNE 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

| STATIONS. | | | THERMOMETER. | | | | | | | | | | HUMIDITY. | | | | RAINFALL. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|------------|----------|--------------|-----------|-----------|------------------|-------|----------|-----------|-----------|--------------|--------------|-----------|--------------|-------------|-------|-----------|------------|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| Height above sea-level. | BAROMETER. | | | | | SOLAR RADIATION. | | | | | Mean of max. | Mean of min. | Mean. | MEAN OF | | | | In inches. | No. of days. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MEAN OF | | | | | MEAN OF | | | | | | | | Highest Max. | Lowest Min. | Mean. | MEAN OF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Mean. | 4 hours. | 10 hours. | 16 hours. | 22 hours. | Range. | Mean. | 4 hours. | 10 hours. | 16 hours. | | | | | | | 22 hours. | | | Day. | Day. | Day. | Day. | Day. | Day. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | Max. | Min. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | Day. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Port Blair | 110 | 29-686 | ... | 29-746 | 29-626 | ... | 118-6 | 164 | 130-5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ...</ |

CALCUTTA—JUNE 1871.

| | | | | | | | |
|--------------------------------------|--------|------------------------------|------|---------------------------|----|---------------------------|-------|
| Mean Barometric pressure of 16 years | 29.543 | Mean temperature of 16 years | 84.9 | Mean humidity of 16 years | 81 | Mean rainfall of 16 years | 13.64 |
| Ditto ditto of 1871 | 29.522 | Ditto ditto of 1871 | 82.8 | Ditto ditto of 1871 | 89 | Actual fall in 1871 | 25.35 |
| Defect in 1871 | -.021 | Defect in 1871 | ... | Excess in 1871 | 8 | Excess in 1871 | 12.71 |

CALCUTTA,

The 14th August 1871.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

| STATIONS. | Mean barometric pressure reduced to sea-level. | Mean temperature reduced to sea-level. | WIND. | |
|---------------|--|--|-----------------------------------|-----------------|
| | | | Proportional prevalence Max.=100. | Mean direction. |
| Port Blair | ... | ... | ... | ... |
| Madras | 29.713 | 88.6 | 65 | S 19° W |
| Vizagapatam | 29.595 | 86.1 | 78 | S 72° W |
| Akyab | 29.655 | 80.3 | 68 | S 12° W |
| Enise Point | 29.570 | 84.8 | 68 | S 76° W |
| Cuttack | 29.554 | 83.5 | 75 | S 49° W |
| Saugor Island | 29.530 | 84.7 | 70 | S 17° W |
| Chittagong | 29.626 | 80.6 | 75 | S 52° E |
| Calcutta | 29.519 | 82.9 | 68 | S 6° W |
| Jessore | 29.536 | 82.1 | 71 | S 30° E |
| Dacca | 29.547 | 82.7 | 79 | S 23° E |
| Cachar | 29.583 | 83.2 | 24 | S 32° W |
| Hazareebaugh | 29.475 | 84.1 | 44 | S 13° E |
| Berhampore | 29.504 | 84.0 | 27 | S 58° E |
| Gya | ... | 85.8 | 56 | S 75° E |
| Patna | 29.468 | 85.1 | 52 | N 83° E |
| Monghyr | 29.477 | 84.6 | 50 | S 75° E |
| Darjeeling | 29.550 | 84.1 | 56 | S 15° E |
| Gowalparah | 29.528 | 81.9 | 29 | S 68° E |
| Shillong | 29.525 | 84.4 | 45 | S 35° W |
| Benares | 29.499 | 85.6 | 27 | S 34° E |
| Roorkee | 29.481 | 86.5 | 87 | S 46° E |

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17, on the preceding page, by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 11th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th August 1871.

| Month. | Date. | Mean reduced barometer. | THERMOMETER. | | | Mean dry bulb. | Mean wet bulb. | Computed mean dew-point. | Mean degree of humidity. | WIND. | | | Rain. | Moon's phases. | GENERAL REMARKS. |
|-----------|-------|-------------------------|------------------|-----------------|-----------------------|----------------|----------------|--------------------------|--------------------------|------------------------|----------------|-----------------|-------|----------------|--|
| | | | Highest reading. | Lowest reading. | Max. solar radiation. | | | | | Prevailing direction. | Max. pressure. | Daily velocity. | | | |
| August... | 8th | Inches. 29.407 | 86.0 | 80.5 | ... | 82.1 | 80.7 | 79.7 | 0.93 | E & S E | 1.6 | 272.3 | 0.30 | ☾ | Overcast. Lightning on N. W. at 8 P.M. Slight rain after intervals. |
| | 9th | 444 | 88.0 | 80.5 | 133.0 | 82.6 | 81.1 | 80.0 | .92 | S E & S S E | ... | 240.3 | 0.56 | ... | Overcast and cumuli. Thunder at 12½ A.M. and 3 P.M. Lightning at 8 and 9 P.M. Rain at midnight, 1, 3, 8 A.M., 1 and 3 P.M. |
| | 10th | 465 | 89.6 | 80.5 | 149.2 | 83.8 | 81.1 | 79.2 | .86 | S E & E S E | ... | 181.1 | 0.03 | ... | Overcast, cumuli, and cumulon. Thunder at 12½ A.M. Lightning at 7, 9, and 11 P.M. Light rain at 2 A.M. and 3 P.M. |
| | 11th | 482 | 91.3 | 80.5 | 144.6 | 83.4 | 81.1 | 79.5 | .88 | S S E, E & S | ... | 181.4 | 0.53 | ... | Stratoni and cumuli. Thunder at 4 and 5 P.M. Lightning at midnight, 4½ A.M., 8 and 9 P.M. Rain at 7 and 8 A.M. and 2 P.M. |
| | 12th | 464 | 87.0 | 81.0 | 129.7 | 83.2 | 81.2 | 79.8 | .90 | E by S, E N E & E by N | ... | 145.3 | 0.60 | ... | Chiefly cumuli. Lightning at midnight, 1 A.M., 7 and 8 P.M. Rain at 6½, 9½, 11, 12½ A.M., 1½ and 5 P.M. |
| | 13th | 493 | 86.2 | 80.7 | 135.2 | 82.8 | 80.6 | 79.1 | .89 | S by E, S S E & S | ... | 202.7 | 0.25 | ... | Overcast and clouds of different kinds. Slight rain at 4, 5½, 10, 11 A.M., 1, 4, and 5 P.M. |
| | 14th | 560 | 88.2 | 81.0 | 152.0 | 83.8 | 81.5 | 79.9 | .88 | S by E & S | ... | 235.2 | ... | ... | Chiefly stratoni. Lightning on W. at 5 A.M. Drizzled at 8 P.M. |

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

| | | |
|---|---------------------------|---------|
| The extreme variation of temperature during the past seven days | ... | 10.8 |
| The max. temperature during the past seven days | ... | 91.3 |
| The max. temperature during the corresponding period of the past year | ... | 91.8 |
| The mean humidity during the past seven days | ... | 0.89 |
| The mean humidity during the corresponding period of the past year | ... | 0.85 |
| | | Inches. |
| The total fall of rain from 8th to 14th | ... { by lower rain gauge | 2.27 |
| | ... { by anemometer gauge | 1.97 |
| Ditto ditto average of seventeen previous years | ... | 3.20 |
| Ditto between the 1st January and the 14th August | ... | 69.94 |
| Ditto ditto ditto ditto, average of seventeen previous years... | ... | 44.00 |

GOPEENAUTH SEN,
In charge of the Observatory.

The 15th August 1871.

GOVERNMENT OF BENGAL.

PUBLIC WORKS DEPARTMENT.

Irrigation Branch.

Irrigation Operations of Lower Bengal up to 31st May 1871.

| Circle. | Canal. | WATER SUPPLIED DURING | | | | APPROXIMATE AREA IRRIGATED DURING | | | RAIN-FALL. | | | | NAVIGATION RETURN. | | | | | CHIEF IRRIGATION. | | REMARKS. | |
|--------------|------------|-----------------------|--|-------------------------------------|--|-----------------------------------|-----------|--|--|---|--|--------------------------|------------------------------------|--|--------------------|------------------|----------|-------------------|-----------------------------|----------------|---------------|
| | | Full supply depth. | Estimated full discharge in cubic feet per second. | Average depth throughout the month. | Average discharge in cubic feet per second throughout the month. | Out the month. | District. | Area actually receiving water during month in acres. | Of column 8 area receiving water for the first time during current year. | Total of columns 8 and 9 for all previous months of the current year. | Total area irrigated up to date during the current year. | Inches during the month. | Inches up to date during the year. | Average of ten previous years for the same period. | Nature of traffic. | Number of boats. | Tonnage. | Ton mileage. | Approximate value of goods. | | Per column 8. | Per columns 8 and 9. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| Orissa | High Level | ... | ... | No information. | ... | Cuttack | ... | ... | ... | ... | 4.20 | 9.97 | 4.82 | Local | 183 | No information. | ... | ... | ... | ... | ... |
| | Kendrapara | 7 | 1,262 | 4.61 | 640.8 | Ditto | ... | ... | ... | ... | 4.20 | 9.97 | 4.82 | Through | 410 | 840 17,741 | 36,317 | ... | ... | ... | |
| | Taldunda | 8 | 1,300 | 7.25 | 125 | Ditto | ... | ... | ... | ... | 4.20 | 9.97 | 4.82 | Local | 20 | 866 1,008 | 145 | ... | ... | ... | |
| | Midnapore | 8 | 875 | ... | ... | Midnapore | 166 | 166 | ... | 166 | 9.90 | 13.90 | 9.07 | Government | 80 | 1,970 19,866 | 1,431 | Rice ploughing. | ... | ... | |
| S. W. Circle | Panchcoora | 6 | 240 | ... | ... | Howrah | ... | ... | ... | ... | 9.00 | 14.05 | Not available. | Local | 80 | 271 22.40 | 7,719 | ... | ... | ... | |
| | Tidal | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Government | 59 | 400 10,418 | 3,050 | ... | ... | ... | |
| IRRIGATION. | | | | | | | | | | | | | | | | | | | | | |
| May 1870. | | | | | | | | | | | | | | | | | | | | | |
| Orissa | High Level | ... | ... | ... | ... | Cuttack | 47 | 32 | 15 | 47 | ... | ... | ... | ... | ... | ... | ... | ... | Cotton 15 Rice 32 | ... | ... |
| | Kendrapara | ... | ... | ... | ... | Ditto | 2,151 | 1,220 | 931 | 2,151 | ... | ... | ... | ... | ... | ... | ... | ... | Rice 32 Cotton 32 | ... | ... |
| | Taldunda | ... | ... | ... | ... | Ditto | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | Cotton 1,850 Rice 224 | 1,009 Rice 141 | ... |
| S. W. Circle | Midnapore | ... | ... | ... | ... | Midnapore | 25 | ... | 35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Panchcoora | ... | ... | ... | ... | Howrah | ... | ... | ... | 35 | ... | ... | ... | ... | ... | ... | ... | ... | Rice 25 | ... | ... |

T. M. KIRKWOOD, C.S.,
Canal Revenue Superintendent, Bengal.

The 8th July 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Talidundah Canal during the month of March 1871.

LENGTH OF CANAL OPEN, 7 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | | REMARKS. |
|------------------|------------------|-----------------------------|----------|-------|--------------|------------|---------------------------|------------------|-----------------------------|--|-------|--------------|------------|------------------|--------------------|-------------------|--------------|----------|----------|--|--|--|--|--|----------|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats or rafts. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Ton mileage. | Tollage. | | | | | | | |
| | | | Maunds. | Tons. | | | | | | Maunds. | Tons. | | | | | | | | | | | | | | |
| 15 | Paddy | 4,500 0 0 | 4,626 | ... | ... | Rs. As. P. | 36 | Laterite stone | 73,440 | 74,626 | ... | ... | Rs. As. P. | 63 | Local | 8,880 | 372 | 1,860 | 25 15 6 | The tonnage shown is that of the boats and not of the cargo. | | | | | |
| 1 | Salt | 1,100 0 0 | 250 | ... | ... | 0 10 0 | ... | ... | ... | ... | ... | ... | ... | 52 | Iron works | 82,898 | 2,970 | 41,720 | 207 14 1 | | | | | | |
| 2 | Sundree wood | 430 0 0 | 254 | ... | ... | 0 10 2 | 16 | Ghooting Lime | 9,453 | 8,528 | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 4 | Straw | 840 0 0 | 692 | ... | ... | 1 11 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 1 | Fuel | 210 0 0 | 117 | ... | ... | 0 4 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 2 | Gunla | 500 0 0 | 230 | ... | ... | 0 9 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 2 | Lime | 500 0 0 | 450 | ... | ... | 1 2 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 4 | Table, &c. | 800 0 0 | 308 | ... | ... | 0 12 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 21 | Empty | ... | 3,464 | ... | ... | 8 10 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | |
| 62 | | 8,880 0 0 | 10,391 | 372 | 1,860 | 25 15 6 | 52 | | 82,898 | 83,154 | 2,970 | 41,720 | 207 14 1 | 114 | | 91,811 | 3,342 | 43,580 | 236 5 4 | | | | | | |

N.B.—For other statements for March 1871, see supplement to the Calcutta Gazette of the 21st June 1871.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of May 1871.
 DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 4.2 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | TRAFFIC BETWEEN CUTTACK AND SEA-BOARD. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | | REMARKS. |
|------------------|------------------|-----------------------------|----------|-------|--------|--------------|----------|------------------|------------------|--|----------|--------|-------|--------------|-------------|------------------|--------------------|-------------------|----------|--|----------|------------|-----|--|--|--|--|--|--|-----------|--|--|--|--|----------|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Tons. | Ton mileage. | Tollage. | Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Tons. | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. | Rs. As. P. | | | | | | | | | | | | | |
| | | | Mounds. | Tons. | | | | | | | Mounds. | Tons. | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | Paddy | Rs. 4,127 | 8,254 | ... | ... | ... | 57 0 0 | 167 | Paddy | Rs. 21,318 | 42,636 | ... | ... | ... | 539 2 0 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| 15 | Passenger... | ... | 1,110 | ... | ... | ... | 7 1 4 | 19 | Rice | ... | 5,512 | ... | ... | ... | 72 14 7 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| 6 | Rice | 1,497 | 1,493 | ... | ... | ... | 14 4 0 | 9 | Oil cake | ... | 1,522 | 4,567 | ... | ... | 27 10 22 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| 10 | Grain | 999 | 999 | ... | ... | ... | 9 6 0 | 23 | Passenger... | ... | 7,014 | ... | ... | ... | 101 4 8 3 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| 27 | Jaggery | 29,470 | 5,894 | ... | ... | ... | 36 14 0 | 9 | Spices | ... | 6,717 | ... | ... | ... | 99 6 0 1 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| 66 | Empty | ... | 4,164 | ... | ... | ... | 39 13 8 | 6 | Castor seeds | ... | 9,352 | 4,676 | ... | ... | 69 0 0 15 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | ..... | ... | ... | ... | ... | ... | ... | 5 | Hides | ... | 45,900 | 4,590 | ... | ... | 67 14 10 47 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | ..... | ... | ... | ... | ... | ... | ... | 14 | Salt | ... | 12,115 | 2,423 | ... | ... | 34 15 8 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | ..... | ... | ... | ... | ... | ... | ... | 8 | Jaggery | ... | 4,715 | 943 | ... | ... | 13 14 0 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | ..... | ... | ... | ... | ... | ... | ... | 104 | Empty | ... | 10,979 | ... | ... | ... | 139 4 0 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| ... | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| 161 | ..... | 36,063 | 21,917 | 782 | 14,592 | 184 | 7 0 | 363 | ... | ... | 1,34,019 | 90,067 | 3,216 | 1,28,640 | 1,105 5 4 | ... | ... | ... | ... | ... | ... | ... | ... | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the 1st Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 25 MILES.

| LOCAL TRAFFIC. | | | | THROUGH TRAFFIC TO AND FROM THE BRAMINEE DIVISION. | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | ABSTRACT. | | | |
|------------------|----------------------|-----------------------------|---------|--|--------------|--------------------|--------------|--|--------------|------------------|--------------------|-------------------|----------|--------------|----------|
| Number of boats. | Nature of cargo. | TONNAGE. | | Tollage. | Ton mileage. | Tollage. | Ton mileage. | Tollage. | Ton mileage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. |
| | | Approximate value of cargo. | Mounds. | | | | | | | | | | | | |
| 2 | Passengers, 9 in No. | Rs. ... | ... | Rs. As. P. 0 5 0 | ... | Rs. As. P. 10 5 10 | ... | Rs. As. P. 65 0 0 | ... | 3 | Gyfes | ... | 127½ | 1,139½ | 19 1 11 |
| 4 | Paddy and 300 rice. | 0 0 | 533 | 2 11 6 | ... | 10 14 0 | ... | 47 0 0 | 1,425 | 3 | Charcoal | 1,000 0 | 57½ | 1,396½ | 21 10 7 |
| 20 | Empty | ... | 1,059 | 5 0 3 | ... | 0 6 9 | ... | 1,900 0 0 | 1,012 | 2 | Shutters | 2,083 4 | 163½ | 3,259½ | 48 5 8 |
| 1 | Firewood | 15 0 0 | 343 | 1 10 0 | ... | ... | ... | 6 4 0 | 319 | 1 | Laterite stone | ... | ... | ... | ... |
| 6 | Straw | 35 12 0 | 625 | 4 0 0 | ... | ... | ... | 15 0 0 | 156 | 1 | Clill stone | ... | ... | ... | ... |
| 1 | Jaggery | 150 0 0 | 170 | 1 8 0 | ... | ... | ... | 30 0 0 | 85 | 1 | Peak plank | ... | ... | ... | ... |
| 4 | Lime | 145 0 0 | 845 | 3 15 2 | ... | ... | ... | 20 0 0 | 39 | 1 | Door frame | ... | ... | ... | ... |
| 38 | ... | 645 12 0 | 3,575 | 19 1 11 | 1,139½ | 21 10 7 | 1,396½ | 2,083 4 0 | 4,566 | 12 | ... | 3,729 0 | 348½ | 5,785½ | 80 2 2 |

N.B.—The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldaundah Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 7 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | | REMARKS. |
|------------------|------------------|-----------------------------|----------|-------|--------------|-------------|------------------|------------------|-----------------------------|--|--------|--------------|------------------|------------------|--------------------|-------------------|--------------|----------|------------------|--|--|--|--|--|----------|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton-mileage. | Tollage. | Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton-mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Ton-mileage. | Tollage. | | | | | | | |
| | | | Maunds. | Tons. | | | | | | Maunds. | Tons. | | | | | | | | | | | | | | |
| 8 | Paddy | 851 | 2,380 | ... | ... | Rs. 11 12 9 | 9 | Laterite stone | 283 | 12,517 | ... | ... | Rs. As P. 62 9 4 | 20 | Local | 866 0 0 | 145 | 1,008 | Rs. As P. 20 4 9 | The tonnage shown is that of the boats and not of the cargo. | | | | | |
| 1 | Fuel | 10 | 315 | ... | ... | 1 9 2 | 5 | Lime | 330 | 2,473 | ... | ... | 12 5 10 | ... | ... | ... | ... | ... | ... | ... | | | | | |
| 1 | Wooden cot, &c. | 5 | 31 | ... | ... | 0 2 6 | 25 | Rubble | 357 | 16,317 | ... | ... | 51 9 4 | 80 | Iron works | 1,070 0 0 | 1,421½ | 19,866 | 198 13 9 | ... | | | | | |
| 10 | Empty | ... | 1,353 | ... | ... | 6 12 4 | 1 | Iron bridge | 1,000 | 1,209 | ... | ... | 6 0 8 | ... | Timber, &c. | 1 4 0 | ... | ... | 0 7 4 | ... | | | | | |
|  |  | ... | ... | ... | ... | ..... | 40 | Empty | ... | 13,258 | ... | ... | 63 4 7 | 100 | | 2,837 4 0 | 1,566½ | 20,874 | 219 9 10 | ... | | | | | |
| 20 | | 866 | 4,059 | 145 | 1,008 | 20 4 9 | 80 | | 1,970 | 39,774 | 1,421½ | 19,866 | 198 13 9 | 100 | | | | | | | | | | | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of May 1871.

LENGTH OF CANAL OPEN, 24 MILES.

| LOCAL TRAFFIC. | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | ABSTRACT. | | | | | | | | | |
|------------------|------------------|-----------------------------|----------|--|--------------|------------------|---------------------------|------------------|-----------------------------|-----------|-------|--------------|------------------|------------------|--------------------|-------------------|--------------|----------|---|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats or rafts. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Ton mileage. | Tollage. | REMARKS. |
| | | | Maunds. | Tons. | | | | | | Maunds. | Tons. | | | | | | | | |
| 1 | Coal | Rs. 7 | 50 | .. | .. | Rs. As. P. 0 4 0 | 1 | Rammers | 25 | 100 | .. | .. | Rs. As. P. 0 8 0 | 80 | Local | Rs. 7,719 | 271 | 2,240 | Canal Range No. I closed for repairs. |
| 1 | Cotton | 960 | 450 | .. | .. | 2 13 0 | 1 | Khoa | 10 | 375 | .. | .. | 1 14 0 | 14 | Irrig. works | 200 | 172 | 1,026 | Oolooberriah Lock. |
| 4 | Firewood | 36 | 275 | .. | .. | 1 5 0 | 1 | Lime-refuse | 4 | 150 | .. | .. | 0 12 0 | .. | .. | .. | .. | .. | Canal Range No. III closed for repairs. |
| 2 | Jaggery & sugar | 81 | 125 | .. | .. | 0 10 6 | 3 | Ghooting | 260 | 2,650 | .. | .. | 13 4 0 | .. | .. | .. | .. | .. | .. |
| 6 | Oil and oilseeds | 5,700 | 2,475 | .. | .. | 15 7 6 | 8 | Empty | .. | 1,550 | .. | .. | 13 0 0 | .. | .. | .. | .. | .. | .. |
| 2 | Paddy and rice | 145 | 225 | .. | .. | 1 2 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2 | Garden produce | 218 | 400 | .. | .. | 2 8 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2 | Salt | 600 | 300 | .. | .. | 1 14 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 1 | Hoglah | 5 | 50 | .. | .. | 0 4 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 1 | Tobacco | 7 | 25 | .. | .. | 0 2 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 1 | Rafts of bamboos | 20 | 250 | .. | .. | 0 10 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 30 | Empty | .. | 3,225 | .. | .. | 16 8 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 28 | Passengers | .. | No. 109 | .. | .. | 0 13 7½ | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| .. | Mis. revenue | .. | .. | .. | .. | 9 1 10½ | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 80 | | 7,719 | 7,600 | 271 | 2,240 | 53 8 0 | 14 | | 209 | 4,825 | 172 | 1,026 | 29 12 0 | 94 | | 8,018 | 443 | 3,266 | |

The tonnage shown above is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of May 1871.
LENGTH OF CANAL OPEN, 26 MILES.

| LOCAL TRAFFIC. | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | ABSTRACT. | | | | | | | | | | | |
|------------------|--------------------|-----------------------------|----------|--|--------------|-----------------------|------------------|---------------------|-----------------------------|----------|-------|-------------------|----------|------------------|--------------------|-------------------|----------|------------|--|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Tollage. | REMARKS. |
| | | | Mauuds. | Tons. | | | | | | Mauuds. | Tons. | | | | | | | | |
| 236 | Paddy | Rs. 33,684 | 87,650 | ... | ... | Rs. As. P. 1,140 10 6 | 25 | Ghoorting | Rs. 760 | 7,075 | ... | Rs. As. P. 69 3 0 | 59 | Irtn. works | Rs. 3,050 | 400½ | 10,418 | 112 13 3 | The tonnage shown above is that of the boats and not of the cargo. |
| 53 | Rice | 2,937 | 23,495 | ... | ... | 128 3 9 | 1 | Soorktee | 90 | 750 | ... | 8 7 0 | 837 | Local | 1,28,2 6 | 7,588 | 1,97,281 | 2,264 2 3 | |
| 10 | Firewood | 191 | 1,360 | ... | ... | 10 3 9 | 2 | Laterite stone | 85 | 375 | ... | 4 3 6 | ... | ... | ... | ... | ... | ... | |
| 6 | Vegetables | 88 | 310 | ... | ... | 2 5 6 | 2 | Pile-driving engine | 850 | 140 | ... | 2 4 6 | ... | ... | ... | ... | ... | ... | |
| ... | Bamboos, No. 575 | 61 | ... | ... | ... | 1 7 0 | 1 | Monkey-engine | 20 | 125 | ... | 0 10 0 | ... | ... | ... | ... | ... | ... | |
| 375 | Empty | ... | 43,450 | ... | ... | 495 14 3 | 1 | Timber | 200 | 225 | ... | 1 0 0 | ... | ... | ... | ... | ... | ... | |
| 9 | Passengers, No. 33 | ... | 670 | ... | ... | 5 15 0 | 2 | Iron | 1,500 | 225 | ... | 2 8 6 | ... | ... | ... | ... | ... | ... | |
| 5 | Pottery | 83 | 865 | ... | ... | 5 4 3 | 1 | Ghoorting lime | 45 | 150 | ... | 0 12 0 | ... | ... | ... | ... | ... | ... | |
| 1 | Furniture | 50 | 30 | ... | ... | 0 5 3 | 1 | Empty | ... | 2,180 | ... | 23 12 9 | ... | ... | ... | ... | ... | ... | |
| 4 | Timber, No. 60 | 1,144 | 355 | ... | ... | 9 6 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Hetalwood | 50 | 275 | ... | ... | 1 11 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 48 | Halt | 43,304 | 20,100 | ... | ... | 185 2 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 6 | Mats | 4,400 | 2,200 | ... | ... | 11 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 4 | Jaggery | 618 | 465 | ... | ... | 2 5 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 5 | Clothes | 8,550 | 815 | ... | ... | 4 12 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Mustard oil | 60 | 69 | ... | ... | 0 4 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 10 | Potatoes | 137 | 1,095 | ... | ... | 6 15 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 4 | Jute | 735 | 700 | ... | ... | 3 8 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Sand | 34 | 975 | ... | ... | 4 14 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 8 | Straw | 28 | 1,205 | ... | ... | 6 0 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 53 | Tobacco | 24,480 | 15,785 | ... | ... | 160 11 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Sugar | 500 | 635 | ... | ... | 3 2 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Iron | 1,210 | 950 | ... | ... | 12 1 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 10 | Betel | 236 | 585 | ... | ... | 3 2 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 3 | Lime | 368 | 1,525 | ... | ... | 11 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 6 | Grain | 3,500 | 1,500 | ... | ... | 14 10 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 6 | Grass | 225 | 2,650 | ... | ... | 13 4 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Plant | 10 | 60 | ... | ... | 0 15 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Soundree wood | 70 | 100 | ... | ... | 0 8 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 5 | Coal | 710 | 2,775 | ... | ... | 13 14 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Plank | 100 | 300 | ... | ... | 1 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Plantain | 30 | 100 | ... | ... | 0 8 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Nut | 60 | 60 | ... | ... | 0 4 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Plate | 600 | 100 | ... | ... | 0 8 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Water | ... | 450 | ... | ... | 2 4 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 887 | | 1,98,208 | 9,12,460 | 7,588 | 1,97,298 | 2,264 2 3 | 59 | | 3,050 | 11,220 | 400½ | 10,418 | 112 13 3 | 948 | 1,31,250 | 7,988½ | 2,07,706 | 2,376 15 6 | |

CALCUTTA,
The 5th August 1871.

G. A. SEARLE, Lieutenant-Colonel, S. C.,
Offg. Asst. to Chief Engr., and Lt.-Secy, P. W. D., Irrigation Branch, Bengal.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 25 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | ABSTRACT. | | | | |
|------------------|------------------------|-----------------------------|----------|-------|--------------|------------|---------------------------|-------------------|-----------------------------|--|-------|--------------|------------|------------------|--------------------|-------------------|----------|--------------|------------|--|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats or rafts. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. | REMARKS. |
| | | | Maunds. | Tons. | | | | | | Maunds. | Tons. | | | | | | | | | |
| 30 | Empty | Rs. As. P. | 1,408½ | ... | ... | Rs. As. P. | 3 | Government treas. | Rs. | 124 | ... | ... | Rs. As. P. | 86 | Local | 998 12 0 | 243½ | 2,704½ | Rs. As. P. | The tonnage shown is that of the boats and not of the cargo. |
| 12 | Straw | ... | 1,457½ | ... | ... | ... | 1 | sure. | 13,000 | 1,854½ | ... | ... | ... | 30 | Irrn. Works | 16,301 0 0 | 318½ | 7,919½ | 70 13 9 | |
| 2 | Lime | ... | 482½ | ... | ... | ... | 9 | Shutters, &c. | 2,900 | 1,206½ | ... | ... | ... | ... | ... | ... | ... | ... | 118 0 0 | |
| 27 | Passengers, 972 in No. | ... | ... | ... | ... | ... | 4 | Empty | ... | 1,826½ | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Jolly boat | ... | 25 | ... | ... | ... | 7 | Gyles | 112 | 2,473 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 5 | Firewood | ... | 1,027½ | ... | ... | ... | 2 | White stones | 134 | 967½ | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 5 | Paddy | ... | 1,626½ | ... | ... | ... | 2 | Charcoal | 55 | 143 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Spices | ... | 23 | ... | ... | ... | 2 | Iron things | 100 | 332 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Tiles | ... | 750 | ... | ... | ... | 2 | Barge | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Rice | ... | 104½ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 86 | | 998 12 0 | 6,805½ | 243½ | 2,704½ | 70 13 9 | 30 | ... | 16,301 | 8,927 | 318½ | 7,010½ | 118 0 0 | 116 | ... | 17,299 12 0 | 561½ | 10,623½ | 188 14 3 | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of June 1871.
LENGTH OF CANAL OPEN, 15 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | |
|------------------|------------------------|-----------------------------|---------|-------|---------------|-------------------|---------------------------|--------------------|-----------------------------|--|-------|---------------|-------------------|------------------|----------------------|-------------------|----------|---------------|-------------------|--|--|--|--|--|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE | | Ton mile-age. | Tollage. | Number of boats or rafts. | Nature of cargo. | Approximate value of cargo. | TONNAGE | | Ton mile-age. | Tollage. | Number of boats. | Nature of traffic. * | Value of traffic. | Tonnage. | Ton mile-age. | Tollage. | REMARKS. | | | | |
| | | | Maunds. | Tons. | | | | | | Maunds. | Tons. | | | | | | | | | | | | | |
| 11 | Paddy | Rs. 1,100 | 3,437 | ... | ... | Rs As. P. 14 13 6 | 27 | Laterite stone ... | Rs. 775 | 37,886 | ... | ... | Rs As. P. 94 11 5 | 70 | Local | 1,603 | 282 | 2,384 | Rs. As. P. 43 5 8 | The tonnage shown is that of the boats and not of the cargo. | | | | |
| 1 | Straw | 13 | 235 | ... | ... | 1 2 10 | 7 | Coarse lime | 975 | 4,110 | ... | ... | 10 4 5 | 157 | Irrig. works | 4,680 | 2,971 | 41,412 | 207 13 7 | | | | | |
| 1 | Salt | 425 | 137 | ... | ... | 0 11 9 | 9 | Sandcutter's stone | 275 | 4,085 | ... | ... | 10 3 5 | ... | ... | ... | ... | ... | ... | | | | | |
| 1 | Fuel | 33 | 484 | ... | ... | 1 15 4 | 35 | Rubble stone | 655 | 15,698 | ... | ... | 39 0 4 | ... | ... | ... | ... | ... | ... | | | | | |
| 2 | Coarse lime | 15 | 120 | ... | ... | 0 9 7 | 1 | Crane boat | 2,000 | 20,843 | ... | ... | 1 8 4 | ... | ... | ... | ... | ... | ... | | | | | |
| 16 | Empty | ... | 2,213 | ... | ... | 0 10 0 | 78 | Empty | ... | ... | ... | ... | 52 1 8 | ... | ... | ... | ... | ... | ... | | | | | |
| 5 | Demurrage | ... | ... | ... | ... | 3 3 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| 26 | Passengers, No. 2,006 | ... | ... | ... | ... | 0 5 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| 7 | Carts to Juggernath, 5 | ... | 1,302 | ... | ... | 3 4 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| 7 | Empty | 17 | ... | ... | ... | 2 8 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | | | | | |
| 70 | Timber (20) | 1,003 | 7,938 | 282 | 2,384 | 43 5 8 | 157 | ... | 4,680 | 83,141 | 2,971 | 41,412 | 207 13 7 | 227 | ... | 6,283 | 3,253 | 43,796 | 251 3 3 | | | | | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of June 1871.

LENGTH OF CANAL OPEN FOR IRRIGATION, 15 MILES, AND FOR NAVIGATION, 6 MILES.

| STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | REMARKS. |
|--|--------------------|-------------------------------|----------|-------|---------------|------------|------------------|--------------------|-------------------|-----------|---------------|------------|--|----------|
| Number of boats or rafts. | Nature of cargo. | Ap-proxi-mate value of cargo. | TONNAGE. | | Ton mile-age. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mile-age. | Tollage. | | |
| | | | Maunds. | Tons. | | | | | | | | | | |
| | | Rs. | | | | Rs. As. P. | | | Rs.As.P. | | | Rs. As. P. | | |
| 1 | Laterite stone ... | 230 | 285 | ... | ... | 0 11 4 | ... | ... | ..... | ... | ... | ... |  |  |
| 2 | Burnt bricks ... | 225 | 570 | ... | ... | 1 6 9 | 6 | Irrgn. works. | 455 0 0 | 45 | 270 | 3 3 1 | | |
| 3 | Empty boats ... | ... | 427 | ... | ... | 1 1 0 | ... |  | ..... | ... | ... | ... |  |  |
| 6 | | 455 | 1,282 | 45 | 270 | 3 3 1 | 6 | | 455 0 0 | 45 | 270 | 3 3 1 | | |

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of June 1871.

LENGTH OF CANAL OPEN, 24 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | ABSTRACT. | | | | | | REMARKS. |
|------------------|-------------------------------|-----------------------------|----------|-------|--------------|------------|------------------|--------------------|-------------------|-----------|--------------|------------|---|--|--|----------|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. | | | | |
| | | | Maunds. | Tons. | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | Rs. | | | | Rs. As. P. | | | Rs. | | | Rs. As. P. | | | | |
| 16 | Firewood ... | 98 | 800 | ... | ... | 5 0 0 | 97 | Local ... | 3,645 | 176 | 672 | 32 8 2 | Canal Range I closed for repairs to Ooloo-berriah Lock. Canal Range III closed for repairs. | | | |
| 12 | Jaggery and sugar... | 377 | 250 | ... | ... | 1 4 0 | ... | ... | ... | ... | ... | ... | | | | |
| 2 | Metals ... | 2,200 | 1,000 | ... | ... | 5 0 0 | ... | ... | ... | ... | ... | ... | | | | |
| 1 | Miscellaneous ... | 20 | 150 | ... | ... | 0 12 0 | ... | ... | ... | ... | ... | ... | | | | |
| 2 | Oil and oil-seeds ... | 592 | 250 | ... | ... | 1 4 0 | ... | ... | ... | ... | ... | ... | | | | |
| 2 | Paddy and rice ... | 34 | 125 | ... | ... | 0 10 0 | ... | ... | ... | ... | ... | ... | | | | |
| 3 | Garden produce ... | 38 | 150 | ... | ... | 0 11 6 | ... | ... | ... | ... | ... | ... | | | | |
| 2 | Tobacco ... | 285 | 100 | ... | ... | 0 8 6 | ... | ... | ... | ... | ... | ... | | | | |
| 1 | Rafts of bamboos, logs 50 ... | 3 | ... | ... | ... | 0 2 0 | ... | ... | ... | ... | ... | ... | | | | |
| 21 | Empty boats ... | ... | 2,125 | ... | ... | 9 11 6 | ... | ... | ... | ... | ... | ... | | | | |
| 45 | Passengers, No. 185 | ... | ... | ... | ... | 1 7 1 | ... | ... | ... | ... | ... | ... | | | | |
| | Miscellaneous revenue | ... | ... | ... | ... | 6 1 7 | ... | ... | ... | ... | ... | ... | | | | |
| 97 | | 3,645 | 4,950 | 176 | 672 | 32 8 2 | 97 | | 3,645 | 176 | 672 | 32 8 2 | | | | |

The tonnage shown is that of the boats and not of the cargo.

No. 34

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 23, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

CONTENTS.

| | Page. | | Page. |
|---|-------|--|-------|
| Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 19th August 1871 | 568 | Mean Pressures and Temperatures of the preceding table reduced to sea-level, with mean wind directions | 574 |
| Weekly Report of Rainfall compiled at the Meteorological Reporter's Office | 570 | Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st August 1871 | 575 |
| Meteorological Telegraphic Report for the period 13th to 19th August 1871 | 572 | Irrigation Operations of Lower Bengal up to 30th of June 1871 | 576 |
| Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta, during the half month 1st to 15th July 1871 | 573 | Weekly Return of traffic receipts on Indian Railways | 577 |

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 19th August 1871.

| Number. | District. | Date of return from each district. | Rainfall at sudder station, in inches. | Character of the weather in the district, as far as known. | State and prospects of the crops at date. | REMARKS. |
|---------|----------------------------|------------------------------------|--|--|--|---|
| 1 | Bhaugulpore | Aug. 18th | 2 | Fair in the north, rainy and favorable in the south. | Both crops of rice good. "Murwa" has suffered from rains. | |
| 2 | Monghyr | " 19th | 2.7 | Favorable | Bhadoi much damaged. Amun Good. | |
| 3 | Purneah | " 11th | 3.8 | Rainy, but good for the crops. | Good. | |
| 4 | Rajmehal | " 19th | 2.7 | Rainy and cloudy | Paddy thriving. | |
| 5 | Deoghur | " 19th | 6.8 | Rainy | Bhadoi damaged by the rains. Amun good. | |
| 6 | Nya Doomka | " 19th | 3.5 | Rainy | Very promising. | |
| 7 | Gedda. | " 19th | " | " | " | |
| 8 | Pakour | " 19th | 5 | Seasonable | Paddy promising. | |
| 9 | Jamtara. | " 19th | " | " | " | |
| 10 | Patna | " 19th | 2.9 | Rainy and cloudy | Rice promising, but injury apprehended from rising of rivers in the interior. | |
| 11 | Gya | " 19th | 6.7 | Very rainy | Bhadoi injured. Rice fair. | |
| 12 | Chumparun | " 12th | 4 | Cool and then hot | Excellent. | |
| 13 | Sarua | " 12th | 10.1 | Hot and stormy, and then rainy. | Bhadoi half destroyed by rains. Much loss apprehended. | |
| 14 | Shahabad | " 10th | 6.7 | Rainy | Both crops of rice much affected by excessive rain | |
| 15 | Tirhoot | " 12th | 9 | Fine | As in last week | |
| 16 | Rajshahye | " 17th | 3.7 | Rainy and squally | Ous much damaged by water. Amun partly so. Jute good. | |
| 17 | Bograh. | " 12th | 1.3 | Very sultry | Favorable, but more rain needed. | |
| 18 | Dinapore | " 11th | 1.2 | Occasional rains | Good, but 4 annas Bhadoi crop damaged by floods in thanuah Goregoribah. | |
| 19 | Maldah | " 19th | " | " | " | |
| 20 | Moorshedabad | " 19th | " | " | Very gloomy. Fully a third of the district under water, owing to the bursting of the Bhagiruthee embankment. | * Not received. |
| 21 | Pubna | " 19th | 2.7 | Fine and seasonable | Ous partially inundated. Amun generally good. | |
| 22 | Rungpore | " 12th | 8 | Very sultry | Ous being cut, it has been good. Indigo and other crops good. | |
| 23 | Burdwan | " 19th | 10.2 | Very rainy | Ous damaged. Amun good. Damage apprehended from the inundation of Damoodah. | |
| 24 | Bancoorah | " 19th | 5.7 | Sultry and rainy. | Paddy in low lands damaged. | |
| 25 | Beerbhoom | " 19th | 7.5 | Very rainy | Very good. | |
| 26 | Hooghly | " 19th | 9.4 | Rainy and cloudy. | Favorable; but in very low lands crops have been damaged. | |
| 27 | Howrah | " 19th | 2.8 | Favorable | Rice favorable. | |
| 28 | Midnapore | " 18th | 4.8 | Very rainy | Rains and inundation have done some injury to the crops. | |
| 29 | Nuddea | " 19th | 4.4 | Rainy and cloudy. | Ous very much damaged by the floods. Amun pretty good. | Fever continues at Kanchraparah and Debogram. |
| 30 | Jessore | " 18th | 4.5 | Rainy and favorable | Ous reaped. Amun promising. Some injury done by inundation. | |
| 31 | 24-Pergunnahs | " 19th | 3.2 | Rainy and cloudy. | Generally good, though some injury has been done both to the Ous and the Amun crops. | |
| 32 | Dacca | " 11th | 3 | Dry and hot | Good. | |
| 33 | Backergunge | " 13th | 8 | Rainy and sunny | Favorable; but towards the south some injury has been done by rain to Ous and Amun. | |
| 34 | Furreedpore | " 19th | 2 | Rainy and cloudy. | Good. | |
| 35 | Mymensing | " 12th | 1 | Generally fine | Crops of rice usual. Jute being cut. Brahmaputra falling. | |
| 36 | Sylhet | " 14th | 5.1 | Excessively sultry. | More rain immediately wanted prospect doubtful. | |
| 37 | Cachar | " 12th | 2.4 | Fair | Good. Three-fourths of the early crops cut. | |
| 38 | Chittagong | " 11th | 1.7 | Seasonable | Satisfactory. | |
| 39 | Noakhally or Bulloah | " 11th | 1.7 | Fair | Good. | |
| 40 | Tipperah | " 12th | 2.5 | Warm | Very good. | |
| 41 | Hill Tracts of Chittagong. | " 5th | 2 | Rainy and cloudy. | Prosperous. | |
| 42 | Cuttack | " 12th | 2.4 | Good | Good. | |
| 43 | Balasore | " 19th | 1.8 | Rainy, and then fair. | Prosperous. No injury done yet by the rising of the rivers in the districts. | |
| 44 | Pooroo. | " 11th | 1.8 | Rainy | Rice generally good, but crops in many places have suffered either from want of rain or from floods | |
| 45 | Hazareebaugh | " 19th | 5.4 | Seasonable | Fair weather would be of benefit to all crops. | |
| 46 | Lohardugga | " 18th | 3.8 | Very rainy | Very favorable. Bhadoi injured by rains. | |

| Number. | District. | Date of return from each district. | Rainfall at end-of station, in inches. | Character of the weather in the district, as far as known. | State and prospects of the crops at date. | REMARKS. |
|---------|-------------------------|------------------------------------|--|--|--|------------------|
| 47 | Maunbhoom | Aug. 19th | 6.7 | Very rainy | Generally favorable, but injury done to Indian-corn, pulses, and rice crops. | |
| 48 | Singbhoom | " 12th | 9.8 | Very rainy | Very favorable. | |
| 49 | Durrung | " 12th | 1.7 | Rain and sun | Fair. Paddy being transplanted. | |
| 50 | Nowgong | " 12th | 8.1 | Rainy | All good if the rains continue. | |
| 51 | Sebsaugor | " 12th | 7.1 | Close; sultry | Good. | |
| 52 | Kamroop | " 12th | 1.5 | Dry and sultry | Ous reaped. Only $\frac{5}{8}$ of the Amun expected for want of rain. | |
| 53 | Luckimpore. | " 12th | | | | |
| 54 | Khasi and Jynteah Hills | " 11th | 1.5 | Favorable | Promising. | |
| 55 | Naga Hills. | " 11th | | | | |
| 56 | Julpigoree | " 11th | 2.4 | Dry and sultry | Bhadoi and Hemunttee or Amun injured for want of rain. Jute good. | |
| 57 | Gowalparah | " 12th | 5.3 | Rainy | Salce or Amun not doing well for want of sufficient rain. | |
| 58 | Garohills | " 12th | 1.6 | Fair | Good. | |
| 59 | Darjeeling | " 12th | 5.2 | Healthy | As reported last week. | |
| 60 | Cooch Behar | " 12th | * | Great want of rain | Crops suffering from want of rain. | * No rain-gauge. |

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 22nd August 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

| DIVISIONS. | Stations. | Rainfall from 31st July to 6th August 1871. | Rainfall from 7th to 13th August 1871. | RAIN FROM 1st JANUARY 1871. | | REMARKS. |
|----------------|----------------------------------|---|--|-----------------------------|-----------------|---|
| | | | | Rain. | Up to date. | |
| CUTTACK. | Cuttack { Telegraph Office ... | 0.80 | 3.50 | 42.78 | 13th Aug. 1871. | |
| | { Jail ... | 0.99 | 3.76 | 38.47 | ditto. | |
| | False Point ... | 2.10 | Not received | 37.00 | 6th Aug. 1871. | |
| | Jajipore ... | 2.95 | ditto | 54.61 | ditto. | |
| | Kendraparah ... | 1.50 | ditto | 29.20 | ditto. | |
| | Jugutsingapore ... | 1.00 | ditto | 31.23 | ditto. | |
| | Sumbulpore ... | Not received | ditto | 25.77 | 30th July 1871. | |
| | Balasore ... | 2.43 | 4.03 | 40.52 | 13th Aug. 1871. | |
| | Bhuddruck ... | 2.19 | 8.46 | 44.09 | ditto. | |
| | Pooree ... | 1.09 | 1.62 | 38.10 | ditto. | |
| CHOTA NAGPORE. | Khoordah ... | 1.05 | 2.38 | 38.57 | ditto. | |
| | Hazareebaugh ... | 3.01 | 11.29 | 35.43 | ditto. | |
| | Burhee ... | 1.88 | 5.28 | 31.20 | ditto. | |
| | Pachamba ... | 4.32 | 5.78 | 39.44 | ditto. | |
| | Ranchee ... | 3.49 | 6.45 | 42.22 | ditto. | |
| | Palamow ... | 0.63 | 3.12 | 33.15 | ditto. | |
| | Purulia ... | 2.91 | 5.71 | 43.73 | ditto. | |
| | Gobindpore ... | 2.93 | 4.53 | 30.04 | ditto. | From 12th June. |
| | Chyebassa ... | 1.60 | 12.09 | 42.16 | ditto. | |
| | Patna ... | 1.47 | 1.09 | 33.41 | ditto. | |
| PATNA. | Behar ... | 2.59 | Not received | 35.33 | 6th Aug. 1871. | |
| | Barh ... | 0.83 | 0.21 | 23.30 | 13th Aug. 1871. | |
| | Dinapore ... | 1.30 | 2.80 | 30.59 | ditto. | |
| | Gya ... | 1.25 | 7.37 | 34.65 | ditto. | |
| | Sherghotty ... | 1.44 | 5.58 | 28.35 | ditto. | |
| | Nowadah ... | 1.60 | 8.58 | 33.90 | ditto. | |
| | Arungabad ... | 2.57 | 7.90 | 26.06 | ditto. | |
| | Chumparun ... | Nil | 2.30 | 24.07 | ditto. | Not received 17th to 30th July. |
| | Bettiah ... | 0.30 | 2.55 | 27.88 | ditto. | From 5th June. |
| | Chuprah ... | 0.13 | 10.13 | 41.93 | ditto. | |
| | Sewan ... | 0.50 | Not received | 28.37 | 6th Aug. 1871. | |
| | Mozufferpore ... | Nil | 2.41 | 36.09 | 13th Aug. 1871. | |
| | Durbhangah ... | 2.39 | 0.27 | 42.58 | ditto. | |
| | Seetamaree ... | 0.60 | 1.40 | 30.86 | ditto. | |
| | Tajpore ... | 0.85 | 3.50 | 31.09 | ditto. | Recorded 6th to 19th March. |
| | Mudhubani ... | 0.29 | 0.70 | 27.22 | ditto. | on 1st April. |
| | Hajipore ... | 1.41 | 0.76 | 19.51 | ditto. | from 22nd May. |
| | Arrah ... | 1.09 | 9.41 | 35.87 | ditto. | |
| | Buxar ... | 1.90 | 8.30 | 45.35 | ditto. | |
| | Sasseram ... | 1.60 | 4.15 | 28.15 | ditto. | |
| | Bhubhooh ... | 1.18 | 3.26 | 36.93 | ditto. | |
| BHAUGULPORE. | Benares ... | 1.75 | Not received | 27.38 | 6th Aug. 1871. | |
| | Bhaugulpore ... | 2.41 | 0.85 | 25.96 | 13th Aug. 1871. | |
| | Mudheypoorah ... | 2.60 | 0.95 | 30.57 | ditto. | Not received 10th to 16th July. |
| | Bauka ... | 1.52 | 1.99 | 30.65 | ditto. | |
| | Monghyr ... | 0.61 | 2.94 | 35.08 | ditto. | |
| | Jamooie ... | 0.74 | 1.81 | 33.23 | ditto. | |
| | Begoosari ... | 0.12 | 2.37 | 29.19 | ditto. | |
| | Deoghur ... | 3.78 | 3.55 | 40.40 | ditto. | From 13th Feb. |
| | Jamtara ... | 3.30 | 3.40 | 43.78 | ditto. | From 12th Feb. |
| | Rajmahal ... | 0.50 | 0.50 | 38.80 | ditto. | From 21st May. |
| | Pakour ... | 1.90 | 0.14 | 25.34 | ditto. | |
| | Purneah ... | 3.37 | 1.95 | 42.52 | ditto. | From 13th June. |
| | Kishengunge ... | 3.02 | 1.75 | 34.26 | ditto. | From 26th June. |
| | Arraria ... | 0.30 | 2.86 | 30.54 | ditto. | |
| RAJSHAHYE. | Rampore Beaulah... .. | 7.09 | 0.28 | 48.13 | ditto. | |
| | Nattore ... | 4.20 | 0.71 | 53.01 | ditto. | |
| | Bograh ... | 0.28 | 0.65 | 58.63 | ditto. | |
| | Dinapore ... | 3.35 | 0.50 | 46.67 | ditto. | |
| | Maldah ... | 2.50 | 0.71 | 32.65 | ditto. | |
| | Berhampore ... | 4.21 | 2.66 | 44.07 | ditto. | |
| | Jungipore ... | 4.13 | 0.61 | 38.64 | ditto. | From 16th Jan. |
| | Lalbagh ... | 2.84 | 3.98 | 36.70 | ditto. | From 17th April. |
| | Jamookandi ... | 3.48 | 3.25 | 31.76 | ditto. | |
| | Pubna ... | 7.81 | 1.64 | 52.42 | ditto. | |
| | Coomercolly ... | Not received | Not received | 5.02 | 23rd April 1871 | Not recorded from 1st May. |
| | Serajgunge ... | 0.92 | 0.58 | 53.20 | 13th Aug. 1871. | |
| | Rungpore ... | 0.90 | 0.50 | 62.20 | ditto. | |
| | Bhowanigunge ... | 0.92 | 0.35 | 45.63 | ditto. | From 22nd June. |
| | Titalya ... | 1.80 | 3.56 | 47.38 | ditto. | |
| BURDWAN. | Burdwan ... | 2.78 | 2.32 | 38.35 | ditto. | |
| | Cutwa ... | 4.75 | 1.62 | 39.19 | ditto. | |
| | Culina ... | 2.67 | 2.10 | 45.92 | ditto. | |
| | Bood-Bood ... | 2.74 | 4.35 | 41.93 | ditto. | |
| | Bancoorah ... | 2.98 | 2.63 | 42.65 | ditto. | |
| | Raneegunge ... | 1.95 | 4.28 | 36.48 | ditto. | |
| | Sooree ... | 3.46 | 2.43 | 34.12 | ditto. | |
| | Hooghly ... | 4.90 | 3.00 | 52.27 | ditto. | |
| | Serampore ... | 4.18 | 3.20 | 34.40 | ditto. | From 20th Mar., and not received 17th to 23rd July. |
| | Jehanabad ... | Not received | Not received | 30.37 | 23rd July 1871. | From 6th Feb., and not received 10th to 16th July. |
| | Howrah ... | 5.22 | 2.82 | 70.04 | 13th Jun. 1871. | |
| | Midnapore ... | 4.16 | 3.38 | 48.56 | ditto. | |
| | Contai { Dy. Collr.'s Office ... | 2.16 | 10.74 | 54.45 | ditto. | |
| | { Engr's Office ... | 2.35 | 11.45 | 63.17 | ditto. | |
| | Gurbetta ... | 0.85 | 3.92 | 43.77 | ditto. | From 6th Feb. |
| | Tumlooke ... | Not received | Not received | 46.18 | 16th July 1871. | |

| DIVISION. | Stations. | Rainfall from 31st July to 6th August 1871. | Rainfall from 7th to 13th August 1871. | RAIN FROM 1st JANUARY 1871. | | REMARKS. |
|-------------|-----------------------------------|---|--|-----------------------------|-----------------|--|
| | | | | Rain. | Up to date. | |
| PRESIDENCY. | Kishnaghar ... | 0.97 | 1.30 | 40.11 | 13th Aug. 1871. | |
| | Bongong ... | 2.49 | 2.21 | 50.12 | ditto. | |
| | Ranaghat ... | 1.33 | 3.42 | 41.96 | ditto. | |
| | Meherpore ... | 3.74 | 2.09 | 39.28 | ditto. | |
| | Chooadangah ... | 3.30 | 1.55 | 55.80 | ditto. | |
| | Kooshteah ... | 1.58 | 2.38 | 56.49 | ditto. | |
| | Jessore ... | 0.78 | 1.96 | 57.86 | ditto. | |
| | Khoolnah ... | 1.90 | 1.57 | 50.08 | ditto | From 16th Feb. |
| | Jenidah ... | 1.65 | 1.61 | 61.71 | ditto | From 6th March. |
| | Nurail ... | 1.07 | 0.52 | 45.11 | ditto | From 3rd April. |
| | Magoorah ... | 0.04 | Not received | 29.67 | 6th Aug. 1871 | ditto. |
| | Bagirhaut ... | 3.53 | 1.73 | 53.15 | 13th Aug. 1871 | |
| | Saugor Island ... | 1.60 | 10.80 | 68.70 | ditto. | |
| | Calcutta ... | 3.79 | 2.26 | 68.59 | ditto. | |
| | Alipore { Jail ... | 3.09 | 2.96 | 74.11 | ditto. | |
| | { Hospital ... | 2.79 | 2.84 | 72.88 | ditto. | |
| | Barrackpore ... | 3.37 | Not received | 65.24 | 6th Aug. 1871. | |
| | Dum-Dum ... | 2.02 | ditto | 48.15 | ditto. | |
| | Baraset ... | 5.36 | ditto | 47.91 | ditto. | |
| | Satkherah ... | 2.80 | ditto | 52.51 | ditto. | |
| DACCA. | Busseerhaut ... | 2.98 | ditto | 52.56 | ditto. | |
| | Diamond Harbour ... | 2.27 | ditto | 61.23 | ditto. | |
| | Barripore ... | 2.91 | ditto | 61.68 | ditto. | |
| | Dacca { Telegraph Office ... | 2.19 | 1.36 | 67.11 | 13th Aug. 1871. | |
| | { Jail ... | 1.80 | 1.10 | 63.60 | ditto. | |
| | Burrisaul ... | 1.55 | 1.88 | 63.80 | ditto. | |
| | Dowlat Khan ... | 3.14 | 3.51 | 66.70 | ditto. | |
| | Perozepore ... | 2.48 | 1.53 | 56.63 | ditto. | |
| | Madaripore ... | 2.02 | 0.76 | 49.85 | ditto | Not received 10th to 16th July. |
| | Farreepore ... | 1.49 | 0.39 | 63.76 | ditto | |
| | Goalundo ... | 1.44 | 0.28 | 33.73 | ditto | From 5th June. |
| | Mymensing ... | 2.26 | 0.65 | 72.76 | ditto. | |
| | Jamalpore ... | 0.95 | Not received | 47.52 | 6th Aug. 1871 | Not received 19th to 25th June. |
| | Atteah ... | 0.25 | Nil | 75.67 | 13th Aug. 1871. | |
| | Kishoregunge ... | 1.27 | 2.60 | 75.72 | ditto. | |
| | Sylhet ... | 1.08 | 5.11 | 88.99 | ditto. | |
| | Cachar ... | 1.83 | Not received | 59.39 | 6th Aug. 1871. | |
| | Hylakandy ... | 1.84 | ditto | 59.45 | ditto | Not received 10th to 23rd July. |
| | Koyah ... | Not received | ditto | 56.76 | 30th July 1871 | Not received 12th to 18th June, and 3rd to 9th, and 17th to 23rd July. |
| CHITTAGONG. | Chittagong { Telegraph Office ... | 2.70 | 1.20 | 69.68 | 13th Aug. 1871. | |
| | { Jail ... | 2.77 | 1.00 | 74.73 | ditto. | |
| | Cox's Bazar ... | 2.64 | Not received | 113.84 | 6th Aug. 1871. | |
| | Rangamata Hill ... | 2.45 | ditto | 65.83 | ditto. | |
| | Noakhally ... | 4.88 | 2.11 | 81.91 | 13th Aug. 1871. | |
| | Tipperah ... | 3.65 | 0.47 | 70.32 | ditto. | |
| | Brahmanbariah ... | 1.40 | 3.57 | 75.07 | ditto. | |
| COCH BEHAR. | Akyab ... | 2.70 | 5.80 | 142.90 | ditto. | |
| | Buxa ... | 4.84 | 1.96 | 120.09 | ditto. | |
| | Gowalparah ... | 1.95 | 3.35 | 69.92 | ditto | |
| | Dhoobree ... | 1.20 | 0.80 | 43.61 | ditto | Not recorded 27th Feb. to 5th March. |
| | Tura (Garo Hills) ... | 1.85 | 1.00 | 70.08 | ditto. | |
| COCH BEHAR. | Darjeeling { Telegraph Office ... | Not received | Not received | 70.69 | 31st July 1871. | |
| | { Hospital ... | 2.20 | 4.80 | 72.13 | 13th Aug. 1871. | |
| | Rungbee ... | Not received | Not received | 56.50 | 30th June 1871. | |
| | Falacottah ... | 0.98 | ditto | 43.97 | 6th Aug. 1871. | |
| | Julpigoree ... | 0.23 | 2.23 | 60.60 | 13th Aug. 1871. | |
| | Boda ... | Not received | 0.58 | 41.83 | ditto | Not received 31st July to 6th Aug. |
| | Tezporo ... | 4.76 | Not received | 56.56 | 6th Aug. 1871. | |
| ASSAM. | Nowgong ... | 0.89 | ditto | 54.16 | ditto. | |
| | Mungledye ... | 0.04 | ditto | 42.91 | ditto. | From 30th Jan. |
| | Burpettah ... | 1.35 | ditto | 54.62 | 6th Aug. 1871. | |
| | Gowhaty ... | 1.29 | 1.32 | 40.38 | 13th Aug. 1871. | |
| | Seesaugor ... | 2.86 | Not received | 68.90 | 6th Aug. 1871. | |
| | Jorehaut ... | 0.76 | ditto | 58.72 | ditto | From 27th Feb. |
| | Golaghat ... | 3.46 | ditto | 73.53 | ditto. | |
| | Nazeerah ... | 4.12 | ditto | 66.60 | ditto. | |
| | Debrooghur ... | 3.35 | ditto | 72.21 | ditto. | |
| | Suddya ... | Not received | ditto | 59.31 | 30th July 1871. | |
| | Shillong ... | 1.93 | ditto | 46.81 | 6th Aug. 1871. | |
| | Cherrapoonjee ... | 3.59 | 6.56 | 213.10 | 13th Aug. 1871 | From 18th Feb. |
| | Jowai ... | 1.59 | Not received | 77.44 | 6th Aug. 1871. | |
| | Samoogoodting ... | Not received | ditto | 30.20 | 30th July 1871. | |

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 19th August 1871.

Meteorological Telegraphic Report for the period 13th to 19th August 1871.

| STATIONS. | Date. | Hour. | Barometer reduced to 32°. | Barometer reduced to sea-level. | THERMOMETER. | | Humidity Sat. =100. | WIND. | | Rain. | Clouds. | Weather initials. | |
|----------------|-----------|--------|---------------------------|---------------------------------|--------------|--------|---------------------|------------|-----------|-----------|----------|-------------------|---|
| | | | | | Dry. | Wet. | | Direction. | Velocity. | | | | |
| CALCUTTA. | 13th Aug. | 10 | 29.538 | 29.556 | 82.5 | 80.0 | 89 | S | ... | 0.31 | ..... | o | |
| | 16 | 29.470 | 29.488 | 83.5 | 81.2 | 89 | S by E | ... | ... | ... | ..... | o, d | |
| | 14th | 10 | 29.605 | 29.623 | 83.2 | 81.9 | 95 | S by E | ... | 0.05 | 3 | ..... |  |
| | 16 | 29.507 | 29.525 | 86.4 | 83.0 | 85 | S by E | ... | ... | ... | S | ..... |  |
| | 15th | 10 | 29.602 | 29.620 | 83.3 | 82.3 | 95 | SSE | ... | ... | ..... | o, d | |
| | 16 | 29.519 | 29.537 | 85.3 | 82.5 | 87 | S by W | ... | ... | ... | ..... | o | |
| | 16th | 10 | 29.579 | 29.597 | 80.0 | 79.0 | 95 | SSW | ... | 0.56 | ..... | o, d | |
| | 16 | 29.523 | 29.541 | 80.0 | 79.0 | 95 | SSW | ... | ... | 1.01 | ..... | o, d | |
| | 17th | 10 | 29.666 | 29.684 | 83.7 | 81.7 | 91 | SSW | ... | ... | ..... | o | |
| 16 | 29.571 | 29.589 | 85.5 | 81.2 | 81 | S by W | ... | ... | ... | S | ..... |  |  |
| 18th | 10 | 29.722 | 29.740 | 85.7 | 79.0 | 72 | SW | ... | 0.92 | K | S, K | | |
| 16 | 29.600 | 29.638 | 88.2 | 81.5 | 74 | SW | ... | ... | ... | S | S | | |
| 19th | 10 | 29.683 | 29.701 | 84.7 | 81.5 | 85 | SSW | ... | 0.02 | S | S | | |
| 16 | 29.596 | 29.614 | 85.4 | 81.5 | 83 | S by W | ... | ... | ... | S | S | | |
| SAUGOR ISLAND. | 13th | 10 | 29.558 | 29.564 | 84 | 81 | 87 | SSW | 25.4* | 1.40 | N | b, v, u | |
| | 16 | 29.498 | 29.504 | 86 | 82 | 83 | SSE | 19.4* | ... | ... | N | b | |
| | 14th | 10 | 29.622 | 29.628 | 86 | 82 | 83 | SSK | 14.8* | ... | N | b | |
| | 16 | 29.528 | 29.534 | 86 | 84 | 91 | SSE | 14.8* | ... | ... | N | b | |
| | 15th | 10 | 29.615 | 29.621 | 81 | 80 | 95 | NE | 8.8* | 0.30 | N | g, o, r | |
| | 16 | 29.557 | 29.563 | 83 | 80 | 87 | SSW | 19.5* | 2.10 | N | o, r | | |
| | 16th | 10 | 29.633 | 29.639 | 79 | 78 | 95 | W | 23.2* | 1.40 | N | o, r | |
| | 16 | 29.557 | 29.563 | 83 | 82 | 95 | S | 23.5* | 0.40 | N | b, o, u | | |
| | 17th | 10 | 29.687 | 29.693 | 86 | 83 | 87 | S | 16.3* | 0.10 | N | b, m | |
| 16 | 29.604 | 29.610 | 86 | 83 | 87 | SSE | 17.9* | ... | ... | N | b | | |
| 16 | 29.557 | 29.563 | 83 | 82 | 95 | SSW | 14.8* | ... | ... | K | b | | |
| 19th | 10 | 29.704 | 29.710 | 88 | 83 | 80 | SSE | 15.9* | ... | ... | K | b | |
| 16 | 29.614 | 29.620 | 86 | 82 | 83 | SSW | 11.3* | 0.40 | K | b, v | | | |
| 16 | 29.579 | 29.585 | 86 | 82 | 83 | SSW | 15.6* | ... | ... | N | o | | |
| CHITTAGONG. | 13th | 10 | 29.574 | 29.684 | 85 | 80 | 79 | SSE | 8.3* | 0.30 | K, KS | b, g | |
| | 16 | 29.502 | 29.612 | 84 | 81 | 87 | S | 13.6* | ... | ... | KS | w | |
| | 14th | 10 | 29.642 | 29.753 | 81 | 79 | 91 | E | 6.9* | 0.80 | KS | m, p | |
| | 16 | 29.544 | 29.654 | 83 | 80 | 87 | S | 10.5* | ... | ... | K, KS | p | |
| | 15th | 10 | 29.609 | 29.719 | 82 | 80 | 91 | S | 6.7* | 0.10 | K, KS | p | |
| | 16 | 29.519 | 29.630 | 81 | 79 | 91 | SE | 10.0* | 0.10 | KS | p | | |
| | 16th | 10 | 29.644 | 29.755 | 79 | 77 | 90 | S | 9.9* | 1.70 | KS | p, u | |
| | 16 | 29.587 | 29.699 | 77 | 76 | 95 | E | 10.5* | 0.30 | KS | p, u, g | | |
| | 17th | 10 | 29.699 | 29.811 | 76 | 76 | 100 | SSE | 6.2* | 2.50 | N | r, o, g | |
| 16 | 29.627 | 29.738 | 78 | 77 | 95 | E | 11.1* | 0.80 | N | d, g | | | |
| 18th | 10 | 29.696 | 29.806 | 84 | 80 | 83 | ESE | 4.0* | 0.10 | K, CK, KS | p | | |
| 16 | 29.607 | 29.717 | 83 | 79 | 83 | SSE | 6.5* | ... | ... | CK, CS | b | | |
| 19th | 10 | 29.664 | 29.775 | 79 | 77 | 90 | E | 5.8* | 1.20 | K, KS | u | | |
| 16 | 29.579 | 29.690 | 81 | 78 | 86 | SW | 10.2* | 0.10 | K, KS | p | | | |
| MADRAS. | 12th | 10 | 29.789 | 29.819 | 89 | 75 | 49 | SW by W | 11* | 0.04 | ..... | bc | |
| | 16 | 29.638 | 29.668 | 97 | 77 | 37 | SSW | 11* | ... | ... | ..... | bc | |
| | 13th | 10 | 29.779 | 29.799 | 87 | 75 | 55 | S by W | 9* | ... | ..... | o | |
| | 16 | 29.646 | 29.676 | 92 | 76 | 45 | SSW | 6* | ... | ... | ..... | bc | |
| | 14th | 10 | 29.781 | 29.811 | 90 | 75 | 47 | SW | 13* | ... | ..... | bc | |
| | 16 | 29.633 | 29.663 | 94 | 78 | 46 | N by W | 10* | ... | ... | ..... | bc | |
| | 15th | 10 | 29.806 | 29.836 | 87 | 77 | 61 | SW by S | 11* | 0.23 | ..... | bc | |
| | 16 | 29.661 | 29.691 | 92 | 77 | 48 | NW | 7* | ... | ... | ..... | bc | |
| | 16th | 10 | 29.785 | 29.815 | 89 | 74 | 46 | WSW | 10* | ... | ... | b, m | |
| 16 | 29.670 | 29.700 | 90 | 76 | 50 | ENE | 10* | ... | ... | ..... | bc | | |
| 17th | 10 | 29.823 | 29.853 | 90 | 77 | 53 | SW | 8* | 0.01 | ..... | bc | | |
| 16 | 29.702 | 29.732 | 88 | 78 | 62 | NE | 12* | ... | ... | ..... | bc | | |
| 18th | 10 | 29.849 | 29.879 | 88 | 75 | 55 | WSW | 5* | ... | ..... | bc | | |
| 16 | 29.737 | 29.767 | 87 | 78 | 65 | E | 11* | ... | ... | ..... | bc | | |
| CUTTACK. | 13th | 10 | 29.538 | 29.620 | 83 | 80 | 87 | W | 0.3* | 0.40 | N | r, d | |
| | 16 | 29.427 | 29.509 | 86 | 81 | 79 | WSW | 0.7* | ... | ... | N, C | ... | |
| | 14th | 10 | 29.575 | 29.657 | 84 | 80 | 83 | SSW | 0.3* | ... | KS, N | ... | |
| | 16 | 29.477 | 29.559 | 86 | 81 | 79 | SW | 0.5* | ... | ... | N | o, d | |
| | 15th | 10 | 29.580 | 29.662 | 86 | 80 | 75 | WSW | 0.4* | ... | N | cloudy | |
| | 16 | 29.523 | 29.605 | 83 | 79 | 83 | SSW | 0.5* | ... | ... | N | d | |
| | 16th | 10 | 29.585 | 29.668 | 82 | 76 | 87 | SW | 0.1* | ... | N | d | |
| | 16 | 29.530 | 29.612 | 86 | 80 | 75 | WSW | 0.6* | ... | ... | N, KS | cloudy | |
| | 17th | 10 | 29.646 | 29.728 | 87 | 78 | 65 | WSW | 0.3* | ... | CK | fair | |
| 16 | 29.550 | 29.632 | 84 | 79 | 79 | SSW | 0.8* | ... | ... | KS, C | ... | | |
| 18th | 10 | 29.696 | 29.778 | 88 | 79 | 65 | WSW | 0.3* | ... | ... | ... | fair | |
| 16 | 29.592 | 29.673 | 91 | 80 | 60 | NNE | 0.4* | ... | ... | KS | fair | | |
| 19th | 10 | 29.659 | 29.741 | 87 | 80 | 72 | SSW | 0.3* | ... | CK | fair | | |
| 16 | 29.562 | 29.643 | 90 | 80 | 63 | SSW | 0.5* | ... | ... | N | fair | | |
| AKYAB. | 13th | 10 | 29.708 | 29.723 | 82 | 79 | 87 | SSW | 1 | 0.60 | K, KS | d | |
| | 16 | 29.630 | 29.645 | 81 | 79 | 91 | SW | 1 | 0.50 | K, KS | r | o | |
| | 14th | 10 | 29.733 | 29.748 | 80 | 78 | 91 | SE | 1 | 2.90 | KS | o | |
| | 16 | 29.650 | 29.665 | 81 | 79 | 91 | SSW | 1 | 1.30 | KS, N | d | r | |
| | 15th | 10 | 29.743 | 29.758 | 80 | 78 | 91 | | 2 | 1.60 | KS, N | r | o |
| | 16 | 29.660 | 29.675 | 81 | 79 | 91 | ..... | 1 | ... | KS, N | o | o | |
| | 16th | 10 | 29.767 | 29.782 | 82 | 80 | 91 | | 1 | 1.20 | K, KS, N | o | o |
| | 16 | 29.685 | 29.700 | 83 | 80 | 87 | ..... | 1 | ... | K, KS | g, u | b | |
| | 17th | 10 | 29.782 | 29.797 | 84 | 81 | 87 | SW | 1 | 1.30 | C, K | g | g |
| 16 | 29.693 | 29.708 | 84 | 81 | 87 | WSW | 1 | ... | K, KS | g | g | | |
| 16 | 29.790 | 29.805 | 81 | 78 | 86 | SE | 1 | 1.80 | K, KS | g | g | | |
| 19th | 10 | 29.778 | 29.793 | 78 | 75 | 86 | SSW | 1 | 0.10 | K, KS, N | p | d | |
| 16 | 29.686 | 29.701 | 79 | 77 | 90 | WNW | 1 | 1.50 | K, KS | g | g | | |
| 16 | 29.686 | 29.701 | 79 | 77 | 90 | W | 1 | 0.10 | CK, S | g | g | | |

* Velocity of wind in miles per hour.

CALCUTTA,
The 19th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 1st TO 15th JULY 1871.

N.B.—The Barometric data are reduced for temperature, and not for height above sea-level.

| STATIONS. | BAROMETER. | | | | THERMOMETER. | | | | | | | | | | HUMIDITY. | | | | RAINFALL. | | | | |
|---------------|-------------------------|--------------|-----------|-----------|--------------|--------------|-------------------|--------------|---------|------------------|------|------|--------------|------|-----------------|-------------|-----------|-----------|-----------|------|------|------------|--------------|
| | Height above sea-level. | MEAN OF | | | | Mean of max. | Mean daily range. | Mean of min. | MEAN OF | | | | HIGHEST MAX. | | Absolute range. | LOWEST MIN. | | MEAN OF | | | | In inches. | No. of days. |
| | | 4 hours. | 10 hours. | 16 hours. | 22 hours. | | | | Range. | SOLAR RADIATION. | | Day. | Min. | Day. | | 4 hours. | 10 hours. | 16 hours. | 22 hours. | | | | |
| | | | | | | | | | | Max. | Min. | | | | | | | | | Day. | Min. |  |  | Day. | Day. |
| Port Blair | 110 | not received | 29.751 | 29.638 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Madras | 37 | 29.694 | 29.589 | 29.633 | 29.534 | 29.605 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Vizagapatam | 31 | 29.685 | 29.569 | 29.624 | 29.647 | 29.719 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Akyab | 15 | 29.691 | 29.674 | 29.724 | 29.647 | 29.719 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| False Point | 187 | 29.625 | 29.604 | 29.658 | 29.656 | 29.650 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cuttack | 80 | 29.541 | 29.532 | 29.570 | 29.492 | 29.572 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Saugor Island | 6 | 29.594 | 29.580 | 29.638 | 29.547 | 29.622 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Chittagong | 108 | 29.584 | 29.568 | 29.620 | 29.538 | 29.612 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Calcutta | 18.11 | 29.577 | 29.563 | 29.615 | 29.526 | 29.605 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Jessore | 27 | 29.576 | 29.563 | 29.614 | 29.521 | 29.608 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dacca | 35 | 29.586 | 29.573 | 29.625 | 29.528 | 29.617 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cachar | 88.91 | 29.560 | 29.550 | 29.607 | 29.491 | 29.581 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hazareebaugh | 2,014 | 29.572 | 29.561 | 29.605 | 29.526 | 29.594 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Berhampore | 80 | 29.489 | 29.486 | 29.555 | 29.459 | 29.524 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Gya | 400? | 29.179 | 29.179 | 29.248 | 29.140 | 29.222 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Patna | 179 | 29.366 | 29.353 | 29.409 | 29.316 | 29.356 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Monghyr | 160.4 | 29.354 | 29.350 | 29.428 | 29.317 | 29.421 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Darjeeling | 6,945 | 29.249 | 29.227 | 29.271 | 29.237 | 29.251 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Gadgaonah | 388 | 29.106 | 29.200 | 29.236 | 29.138 | 29.211 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Shillong | 4,792 | 25.089 | 25.081 | 25.116 | 25.053 | 25.105 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bonaire | 262.74 | 29.238 | 29.256 | 29.328 | 29.245 | 29.292 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Roorkee | 876.7 | 28.605 | 28.650 | 28.710 | 28.635 | 28.662 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

CALCUTTA,

The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Mean Pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

| STATIONS. | Mean barometric pressure reduced to sea-level. | Mean temperature reduced to sea-level. | WIND. | |
|---------------|--|--|-----------------------------------|-----------------|
| | | | Proportional prevalence Max.=100. | Mean direction. |
| Port Blair | 29.721 | 86.8 | 46 | S 28° W |
| Madras | 29.616 | 86.3 | 68 | S 70° W |
| Vizagapatam | 29.706 | 80.6 | 87 | S 8° E |
| Akyab | 29.643 | 85.6 | 75 | S 45° W |
| False Point | 29.623 | 83.0 | 56 | S 23° W |
| Cuttack | 29.600 | 84.2 | 68 | S 10° W |
| Saugor Island | 29.696 | 81.3 | 50 | S 39° E |
| Chittagong | 29.595 | 82.8 | 78 | S 4° W |
| Calcutta | 29.603 | 82.9 | 86 | S 22° E |
| Jessore | 29.622 | 82.7 | 88 | S 16° E |
| Dacca | 29.652 | 81.3 | 7 | N 79° W |
| Cachar | 29.541 | 83.8 | 47 | S 10° E |
| Hazareebaugh | 29.581 | 84.2 | 44 | S 41° E |
| Berhampore | ... | 84.6 | 21 | S 66° E |
| Gya | ... | 83.0 | 56 | S 68° E |
| Patna | 29.550 | 83.7 | 48 | S 77° E |
| Monghyr | 29.547 | 83.2 | 25 | S 46° W |
| Darjeeling | 29.592 | 82.1 | 19 | S 29° E |
| Gowalparah | 29.587 | 83.0 | 51 | S 58° W |
| Shillong | 29.599 | 84.6 | 17 | S 16° E |
| Benares | 29.554 | 85.9 | 37 | S 49° E |
| Roorkee | 29.538 | ... | ... | ... |

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's tables as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half-month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half-month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rainfall from the previous tables.

CALCUTTA,
The 19th August 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 15th to 21st August 1871.

| Month. | Date. | Mean reduced barometer. | THERMOMETER. | | | Mean dry bulb. | Mean wet bulb. | Computed mean dew-point. | Mean degree of humidity. | WIND. | | | Rain. | Moon's phases. | GENERAL REMARKS. |
|---------|-------|-------------------------|------------------|-----------------|-----------------------|----------------|----------------|--------------------------|--------------------------|-----------------------|----------------|-----------------|-------|----------------|---|
| | | | Highest reading. | Lowest reading. | Max. solar radiation. | | | | | Prevailing direction. | Max. pressure. | Daily velocity. | | | |
| | | Inches. | ° | ° | ° | ° | ° | ° | | | lb | Miles. | In. | | |
| August. | 15th | 29.566 | 86.5 | 79.8 | 145.2 | 82.4 | 80.8 | 79.7 | 0.92 | S by W, S & S S W | ... | 102.9 | 0.56 | ... | Cirri and overcast. Thunder at 5½ P.M. Slight rain from 8 to 12 A.M. and 3½ to 8 P.M. |
| | 16th | 558 | 81.3 | 78.7 | ... | 80.0 | 79.0 | 78.3 | .95 | S S W | 1.0 | 133.0 | 1.01 | ● | Overcast and Straton. Slight rain from 3½ A.M. to 6 P.M. |
| | 17th | 617 | 86.9 | 78.2 | 141.5 | 82.1 | 79.7 | 78.0 | .88 | S S W & S by W | ... | 178.0 | 0.92 | ... | Overcast and cumuli. Thunder and Lightning between 7 and 8 P.M. Rain at 1 and 3 A.M. and from 5½ to 11 P.M. |
| | 18th | 663 | 88.2 | 79.9 | 146.0 | 84.1 | 80.3 | 77.6 | .81 | S, S W & S by W | ... | 157.9 | ... | ... | Cirri and cirrostrati and cumuli. Lightning at 11½ P.M. |
| | 19th | 647 | 86.0 | 81.0 | 115.0 | 83.6 | 81.4 | 79.9 | .89 | S S W & S by W | ... | 73.8 | 0.02 | ... | Straton. Slight rain at 6 A.M. |
| | 20th | 652 | 86.5 | 81.5 | 128.0 | 83.5 | 80.4 | 78.2 | .85 | S by W & S W | ... | 87.8 | ... | ... | Straton. Lightning between midnight and 1 A.M. |
| | 21st | 654 | 87.0 | 78.0 | 141.3 | 81.6 | 79.6 | 78.2 | .90 | S S W & S by W | 1.5 | 96.5 | 2.69 | ... | Overcast and straton. Rain from 1½ to 12 A.M. and 5 to 11 P.M. |

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

| | | |
|---|---------------------------|---------|
| The extreme variation of temperature during the past seven days | ... | 10.2 |
| The max. temperature during the past seven days | ... | 88.2 |
| The max. temperature during the corresponding period of the past year | ... | 88.8 |
| The mean humidity during the past seven days | ... | 0.89 |
| The mean humidity during the corresponding period of the past year | ... | 0.92 |
| | | Inches. |
| The total fall of rain from 15th to 21st | ... { by lower rain gauge | 5.20 |
| | ... { by anemometer gauge | 4.68 |
| Ditto ditto average of seventeen previous years | ... | 3.51 |
| Ditto between the 1st January and the 21st August | ... | 75.14 |
| Ditto ditto ditto ditto, average of seventeen previous years... | ... | 47.51 |

GOPEENATH SEN,
In charge of the Observatory.

The 22nd August 1871.

GOVERNMENT OF BENGAL.
PUBLIC WORKS DEPARTMENT.

Irrigation Branch.
Irrigation Operations of Lower Bengal up to 30th June 1871.

| Circle. | Canal. | WATER SUPPLIED DURING 1871-72. | | | | | | APPROXIMATE AREA IRRIGATED DURING JUNE 1871. | | | | RAIN-FALL. | | | NAVIGATION RETURN. | | | | | CHIEF IRRIGATION. | | REMARKS. |
|---------------|------------|--------------------------------|--|-------------------------------------|--|--|--|---|--|--------------------------|------------------------------------|--|--------------------|--------------------------|--------------------|--------------|-----------------------------|---------------|----------------------|-------------------|---------------------------------------|----------|
| | | Full supply depth. | Estimated full discharge in cubic feet per second. | Average depth throughout the month. | Average discharge in cubic feet per second throughout the month. | Area actually receiving water during month in acres. | Of column 8 area receiving water for the first time during current year. | Total of columns 8 and 9 for all previous months of current year. | Total area irrigated up to date during the current year. | Inches during the month. | Inches up to date during the year. | Average of ten previous years for the same period. | Nature of traffic. | Number of boats. | Tonnage. | Ton mileage. | Approximate value of goods. | Per column 8. | Per columns 8 and 9. | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | |
| Orissa | High Level | 8 | 675 | 3.62 | 214 | Cuttack | 3,265 | 3,265 | ... | 3,265 | 7.44 | 17.41 | 15.66 | Local Government | 86 | 243 | 2,704 | 998 | Rice | Rice | 192 547 cubic feet per second escape. | |
| | Kendrapara | 7 | 1,262 | 4.43 | 600 624 | Ditto | 2,650 | 2,650 | ... | 2,650 | 7.44 | 17.41 | 15.66 | Local Through Government | 198 | 731 | 16,040 | 18,109 | Rice | Rice | | |
| | Taldunda | 8 | 1,300 | 6.75 | Still water. | Ditto | 500 | 500 | ... | 500 | 7.44 | 17.41 | 15.66 | Local Government | 358 | 2,385 | 95,423 | 2,19,384 | Rice | Rice | | |
| | Midnapore | 8 | 875 | 5.28 | 72 82 | Midnapore | 5,963 | 5,963 | ... | 5,963 | 9.40 | 23.30 | 22.61 | Local Government | 38 | 426 | 8,085 | 1,693 | Rice | Rice | Ranges 1 and 3 closed for repairs. | |
| South-Western | Panchkoora | 6 | 240 | 1.60 | 172 8 | .... | ... | ... | ... | ... | 10.85 | 24.90 | Not known. | Local | 157 | 2,971 | 41,412 | 4,680 | Rice | Rice | | |
| | High Level | ... | ... | ... | ... | Total | 12,378 | 12,378 | 168 | 12,378 | ... | ... | ... | Local | 97 | 178 | 672 | 3,645 | Rice | Rice | | |
| Orissa | Kendrapara | ... | ... | ... | ... | Ditto | ... | ... | 2,151 | 2,151 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Taldunda | ... | ... | ... | ... | Ditto | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| | Midnapore | ... | ... | ... | ... | Midnapore | 10,565 | 10,568 | 35 | 10,568 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| South-Western | Panchkoora | ... | ... | ... | ... | Midnapore and Howrah | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

Irrigation Operations of Lower Bengal

of irrigation in Midnapore owing to the heavy rains, whereas during the month of June last year little rain fell.

T. M. KIRKWOOD, C. S.,
Bengal.

T. M. KIRKWOOD, C. S.,
 Canal Revenue Supdt., Bengal.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 1,279½ miles open.

Approximate Return of Traffic for

| | COACHING TRAFFIC. | | | MERCHANDISE AND MINERAL TRAFFIC. | | | | Total traffic receipts. |
|---|-----------------------|--------------------|-------------|----------------------------------|----------------|-------------|---------------|-------------------------|
| | Number of passengers. | Coaching receipts. | | Weight carried. | Receipts. | | | |
| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. | |
| Total traffic for the week ... | 88,143 | 98,577 15 11 | 9,036 6 4 | 325,337 0 | 1,88,955 13 3 | 17,320 19 0 | 28,337 5 4 | |
| Or per mile of railway ... | 360,123 | 77 0 9 | 7 1 3 | ..... | 147 10 10 | 13 10 9 | 20 12 0 | |
| For previous 4 weeks of half-year | | 4,41,987 7 10 | 40,515 10 5 | 1,742,752 10 | 11,32,127 11 9 | 163,778 7 6 | 144,293 17 11 | |
| Total for 5 weeks ... | 448,266 | 5,40,565 7 9 | 49,551 16 9 | 2,063,689 10 | 13,21,083 9 0 | 121,099 6 6 | 170,651 3 3 | |
| COMPARISON. | | | | | | | | |
| Total for corresponding week of previous year ... | 82,929½ | 1,06,029 8 9 | 9,719 7 6 | 433,516 10 | 3,21,391 14 11 | 29,460 18 6 | 39,190 6 0 | |
| Per mile of railway corresponding week of previous year ... | ..... | 93 11 4 | 8 11 9 | ..... | 284 0 8 | 26 0 9 | 34 12 6 | |
| Total to corresponding date of previous year ... | 478,796 | 5,93,088 10 8 | 54,366 9 3 | 2,690,603 20 | 17,77,640 5 8 | 162,950 7 4 | 217,316 16 7 | |

COACHING TRAFFIC.

Number of passengers.

Coaching receipts.

MERCHANDISE AND MINERAL TRAFFIC.

Weight carried.

Receipts.

Total traffic receipts.

£ s. d.

£ s. d.

Total traffic for the week

Or per mile of railway

For previous 4 weeks of half-year

Total for 5 weeks

COMPARISON.

Total for corresponding week of previous year

Per mile of railway corresponding week of previous year

Total to corresponding date of previous year

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 5th August 1871, on 223 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|---------|-------------|------------|------------|------------|------------|------------|
| Total traffic for the week | 3,206½ | 7,308 4 6 | 669 18 6 | 22,522 30 | 6,488 5 6 | 504 15 3 | 1,264 13 9 |
| Or per mile of railway | 15,274 | 32 12 4 | 3 0 1 | 162,156 0 | 29 1 7 | 2 13 4 | 5 13 5 |
| For previous 4 weeks of half-year | | 36,941 9 2 | 3,386 6 3 | | 34,944 0 9 | 3,203 4 1 | 6,589 10 4 |
| Total for 5 weeks | 18,480½ | 44,249 13 8 | 4,056 4 9 | 184,678 30 | 41,432 6 3 | 3,797 19 4 | 7,554 4 1 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year | 2,501½ | 7,068 0 8 | 642 8 1 | 14,889 20 | 4,548 9 10 | 416 19 1 | 1,039 7 2 |
| Per mile of railway corresponding week of previous year | ..... | 31 6 10 | 2 17 7 | ..... | 20 6 4 | 1 17 5 | 4 15 0 |
| Total to corresponding date of previous year | 18,070 | 46,328 14 1 | 4,246 16 3 | 100,182 0 | 39,444 4 4 | 2,790 14 6 | 7,037 10 9 |

EASTERN BENGAL RAILWAY.

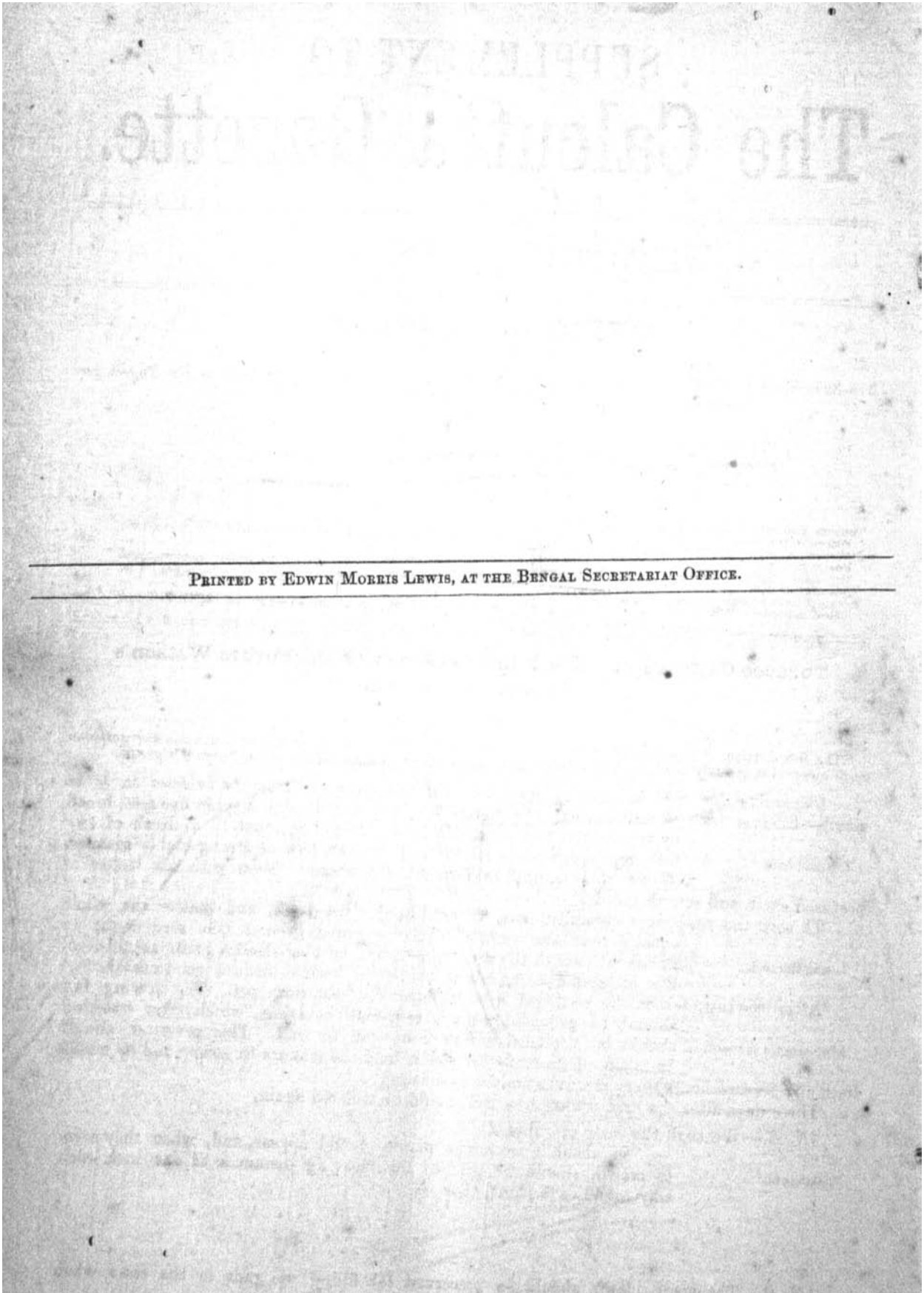
Approximate Return of Traffic for week ended the 5th August 1871, on 156½ miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|--------------|-------------|-------------|----------------|------------|-------------|
| Total traffic for the week | 35,893 | 16,732 4 5 | 1,533 15 10 | 179,556 10 | 59,641 3 8 | 5,467 2 3 | 7,000 18 1 |
| Or per mile of railway | 229 | 105 14 8 | 9 16 0 | 1,090 0 | 381 1 6 | 34 18 8 | 44 14 8 |
| For previous 5 weeks of half-year | 110,626½ | 64,396 9 6 | 5,903 0 4 | 401,718 17 | 1,51,967 12 3 | 13,930 7 6 | 19,833 7 10 |
| Total for 6 weeks | 146,519½ | 81,128 13 11 | 7,436 16 2 | 572,274 27 | 2,11,608 15 11 | 19,397 9 9 | 26,834 5 11 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year | 22,694 | 11,816 2 9 | 1,083 3 0 | 5,036,587 0 | 7,594 4 1 | 696 2 9 | 1,779 5 9 |
| Per mile of railway corresponding week of previous year | 200 | 104 5 5 | 9 11 4 | 445 0 | 67 0 11 | 6 2 11 | 15 14 3 |
| Total to corresponding date of previous year | 131,730½ | 68,237 11 11 | 6,255 2 7 | 575,465 11 | 82,073 8 10 | 7,523 8 2 | 13,778 10 0 |

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 5th August 1871, on 28 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|-------------|------------|-----------|------------|----------|----------|
| Total traffic for the week | 3,048½ | 716 10 6 | 71 13 4 | 7,129 0 | 230 1 0 | 23 0 1 | 94 13 |
| Or per mile of railway | 130 | 25 9 6 | 2 11 2 | 254 11 | 8 3 6 | 0 16 3 | 3 7 |
| For previous 18 weeks of half-year | 117,347 | 21,744 0 3 | 2,174 8 0 | 188,918 0 | 5,563 1 6 | 555 10 2 | 2,729 18 |
| Total for 19 weeks | 120,395½ | 22,460 10 9 | 2,246 1 4 | 196,038 0 | 6,785 2 6 | 578 10 3 | 2,824 11 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year | 4,453½ | 764 10 9 | 76 9 4 | 9,679 28 | 377 13 6 | 37 15 8 | 114 6 |
| Per mile of railway corresponding week of previous year | 159 | 27 4 11 | 2 14 7 | 346 0 | 13 7 11 | 1 7 0 | 4 |
| Total to corresponding date of previous year | 106,232½ | 18,139 0 3 | 1,813 19 2 | 198,703 2 | 6,979 1 3 | 697 18 2 | 2,511 1 |





SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, AUGUST 30, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

CONTENTS.

| | Page. | | Page. |
|---|-------|---|-------|
| Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's report on tobacco | 579 | Meteorological Telegraphic Report for the period 20th to 26th August 1871 | 586 |
| Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 26th August 1871 | 582 | Abstract of the results of the hourly meteorological observations taken at the Surveyor-General's Office, Calcutta, in the month of July 1871 | 587 |
| Weekly Report of Rainfall compiled at the Meteorological Reporter's Office | 584 | Weekly Return of traffic receipts on Indian Railways | 588 |

Tobacco Cultivation, being a brief abstract of Dr. Forbes Watson's Report on Tobacco.

"The introduction of a system of cultivation and preparation of tobacco possessing first-rate qualities requires so much care that it can only be successfully attempted by means of experimental farms."—DR. FORBES WATSON.

(Supposing the area of ground on which the experiment is about to be tried to be an acre.)—Enclose with a wall (brick) about one foot and a half high a space five feet broad by twenty-five feet long. Dig out the soil enclosed to a depth of two feet, replacing the soil removed by two feet of strong stable manure. When this begins to ferment (to steam), cover with six inches of prepared earth and sow the seeds.

The seed-bed.

To sow the seed more carefully, mix it with white wood-ash, and scatter the whole equally over the surface of the prepared ground (the seed ought to fall about four to the square inch, but with so small a grain as tobacco, it is impossible to be exact), and cover with an inch of good mould.

Sowing the seed.

After sowing, water the seed-bed with a fine-rosed watering pot. The sowing bed should be provided with a reed-mat covering, which after watering should be stretched across from wall to wall. This covering should be taken off (to allow the steam from the manure to escape and to admit fresh air) for two hours every morning and every evening.

After-care for the seed.

Three days after the first sowing, the bed should be watered again.

(N. B.—Water in the early mornings.)

Pricking out.

In about a week the plants should appear, and, when they seem to crowd, should be pricked out, leaving distances of one inch each way round each plant, thus:—

(N. B.—The spare plants should be preserved for filling up gaps in the rows when transplanted.)

- When the plants have developed four or five leaves, any one of which is an inch broad, they may be transplanted. The seed-bed should be watered in order to make the pulling up of the plants easier, and when pulled up the plants should be removed as quickly as possible to the site prepared for them.
- Planting out.** This site (supposed be an acre in extent) should be level ground and exposed: a fence should be round it to protect it from jackals, &c. The soil should have been ploughed deep twice before the plants were put in, and afterwards harrowed and rolled carefully.
- The tobacco field.** It should have a fine light soil with a firm loamy sub-soil, manured with strong ammoniac manure at a ton per acre with a free distribution of vegetable remains.
- The soil.** The site of the tobacco plantation should be changed every two years, as tobacco is a most exhaustive crop.
- Tobacco an alternate crop.** (N. B.—Sun-flower would alternate with it well.)
- The plants should be planted in rows two feet apart, each plant two feet from the next, a pathway being left for the coolies between (not every row but) every two rows. A broader pathway (five or six feet broad) should intersect the plantation at right angles, forming at the point of intersection a convenient space for heaping the leaves.
- The plan of the field.** When the plants have been set out water well (N. B.—the watering pots used should have very finely perforated roses), and if any plants die, fill up the gaps with spare plants from the seed-bed.
- Watering.** After a day or two hoeing should commence. The hand is the best instrument, and the workmen should be told to kill every insect they see except ants, and to heap the earth carefully round the stems.
- "Hoeing."** If the plant threatens to be very leafy, remove superfluous leaves, leaving about fifteen to a plant. When the flower buds are plainly noticeable, they must be picked off with great care. (N. B.—For fancy smoking tobaccos, the flowers need not be removed.)
- Pruning.** There is after this very little necessary. The plants, however, should be most carefully examined once or twice a week, and every insect and weed removed.
- After-care of the plants.** Water should be supplied freely at intervals of a week, and to prevent the earth losing its humidity too suddenly, straw might be spread over it if the heat of the sun is peculiarly great.
- The leaves are of three qualities—the lower, middle, and upper; and the first to ripen are the lower. (To "ripen" is really to assume a yellow tint and bend down towards the ground.) As soon as yellow leaves begin to appear among the lower leaves, they must be picked. In about eight days the middle yield will show signs of ripeness, and should be gathered, and in about eight days more the remainder may be gathered. It can, however, be easily known that the leaves are ripe when they detach from the leaf-stalk with ease. They should be detached with the hand, the leaf being pulled upward.
- Picking the leaves.** Care must be taken to have labour available to gather each harvest in at its own time, for over-ripeness is fatal to proper curing.
- The only thing to be remembered in curing tobacco is that care must be taken not to allow the tobacco to lose its moisture too suddenly, for thereby it becomes brittle, or too slowly, for then it is in danger of rotting.
- Curing the leaves.** The rules on this head which hold good in Europe are however useless in India. The curing-houses again may be of any shape, provided only that ventilation is thorough, and that sunlight and damp are equally avoided.
- When the leaves have been picked, they are placed in heaps (which must be turned at intervals) to wilt, that is to fade, wither. By being in a heap they keep their moisture, and though quite dead, do not lose their flexibility.
- The leaves are then strung (on string or sticks) in the curing-house; after this they are exposed to the sun: they are then tied in bundles and heaped to induce fermentation. The details of the curing processes cannot be learnt from works on European tobacco cultivation, but may be acquired easily by the study of the *temperature* of this country during every hour of the day and every day of the year, and by a clear knowledge of what is required to be produced. Again, the arrangement of the leaves in the curing-houses so as to economise space, utilize ventilation, &c., &c., gives scope for the ingenuity of each cultivator, and cannot be learnt by rules.
- One point however to remember is that the leaves must not stick together when strung.
- Sorting the leaves.** When the leaves are dry without being brittle, dead and discoloured, but still pliant, they are said to be cured and are ready for sorting.
- The sorting of the leaves depends of course upon the local market for which the tobacco has been raised; but a safe rule is to keep for cigars all that can be kept for cigars, and to use the remainder for tobacco. Snuff, which requires the finest leaves of all, would not in India repay the manufacture. For natives of this country, the tobacco must be strong: for the European market, it must be aromatic: for any market, it must burn easily. It is evident,

therefore, that very much depends upon the manure used, as the matters drawn from the ground must materially determine the strength and combustibility of the produce. A heavy soil, strong manure, and plenty of moisture, produce a strong and rank tobacco; by ripening also tobacco gains in nicotine. Sunshine, dry warmth, and a light soil, give on the other hand mild and aromatic tobaccos. It is from this evident that next to the manure employed, the most important point is the quantity of the moisture, and if the manufacture is for the native market, this should be liberal.

The importance of choice of manure and watering.

NOTES.

The great difficulty in curing tobacco is the disposal of the midrib, which persists in either drying stiff or not drying at all. But why should it not be removed? Not entirely, for then the leaf would be split into two, but only on the back of the leaf, where the convex and greater part of the midrib projects. The operation, though a delicate one, would become easy to any child after a half-hour's practice. The operator would take a leaf in his left hand, holding it between his finger and thumb at the stalk end. About half an inch from the end (the stalk end), he would make an incision in the midrib with the thumb nail of the right hand and turn up an end. He would then take hold of this with the finger and thumb of the right hand, and with an equable force pull off the midrib downwards towards the point of the leaf. As soon as it became very fine, and there was a danger of the leaf being torn, he would nip the midrib off with his finger and thumb. By this, the concave or nearly flat surface of the midrib would be left on the upper side of the leaf, while on the back of the leaf the only sign of the midrib would be a narrow *depression* running down the centre of the leaf where the troublesome midrib *had* been. The operators (who might easily be children) should be particularly warned *not to handle the leaf or to make a rent in it.*

Indeed, throughout all the operations of pricking out, planting, hoeing, thinning, sorting, stringing, and midrib-scooping, every operator should be warned against touching the leaf except near the stalk end, and against tearing it. Care might be guaranteed by grading the wages of the operators according to results.

The sun-flower (*helianthus*) might be advantageously grown among the tobacco, 1st, for the shade it would give to the larger and coarser tobaccos required; 2nd, for the admirable stringing rods (if string itself is not used) which their stems supply; 3rd, as they would (if their leaves were ploughed into the ground) give almost the exact vegetable mould which is required by tobacco.

The sun-flower.

The 17th May 1871.

P. ROBINSON.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal, as reported to Government during the week ending 26th August 1871.

| Number. | District. | Date of return from each district. | Rainfall at station, in inches. | Character of the weather in the district, as far as known. | State and prospects of the crops at date. | REMARKS. |
|---------|----------------------------|------------------------------------|---------------------------------|--|--|---|
| 1 | Bhangulpore | Aug. 25th | 1.4 | Favorable | Very good except where destroyed by the floods "which are washing people out of house and home." | The floods have risen to within 3 inches of that of 1857, the highest known in living memory. |
| 2 | Monghyr | " 26th | 3.8 | Rainy | Great damage done to the Bhadoi crops, property, and even life by floods and rain. Paddy good. | |
| 3 | Purneah | " 19th | 1.8 | Rain and sun | Both Bhadoi and Aughany good, but much injury has been done to both by the floods. | |
| 4 | Rajmehal | " 26th | 5.9 | Rainy | Bhadoi on the dearas destroyed. Aughany very good. | |
| 5 | Deoghur | " 26th | .9 | Favorable | Six annas of the Bhadoi crops destroyed. Paddy very good. | |
| 6 | Nya Doomka | " 26th | 1.9 | Rainy | Very good. | |
| 7 | Godda | " 19th | * | † Dry, then cool and rainy | Good | |
| 8 | Pakour | " 26th | 4.1 | Wet | Further injury to Jenarah by rain. Paddy cheerful. | * Little rain. † Much fever and rheumatism; still some cholera. |
| 9 | Jamtara. | " 26th | 2.2 | Rainy and cloudy. | Bhadoi crops have suffered from the heavy floods. | |
| 10 | Patna | " 26th | 1.2 | Mild | Bhadoi injured; rice and rubbee good. | |
| 11 | Gya | " 26th | 4.1 | Cool | Good. | |
| 12 | Chumparun | " 19th | 4.1 | Wet | Bhadoi very much damaged. | |
| 13 | Sarun | " 19th | 5. | Rainy | Amun good. | |
| 14 | Shahabad | " 26th | 2.4 | Clear | Bhadoi much injured. Amun pretty good. | |
| 15 | Tirhoot | " 19th | 4.7 | Rainy and cloudy. | Good. | |
| 16 | Rajshahye | " 24th | 3.9 | Fair | Bhadoi damaged by floods and rain. Amun good. | |
| 17 | Bograh | " 18th | 4.7 | Cloudy and rainy. | Good owing to a seasonable and ample fall of rain. | |
| 18 | Dinagapore | " 19th | 9. | Rather warm | Favorable; more rain wanted in some places. | |
| 19 | Maldah | " 18th | 3. | Rainy | Good. | |
| 20 | Moorsheadabad | " 26th | 6. | Cool and rainy, and then sultry and unhealthy. | Gloomings. Bhagiruthee rising again. | |
| 21 | Pubna. | " 19th | 2.5 | Rainy and fair | Amun and Indigo good. | |
| 22 | Rungpore | " 26th | 1.7 | Sultry, little rain | Ous damaged by floods and sugar-cane by rain. Amun good. | |
| 23 | Burdwan | " 26th | 4.3 | Rain and sun | Favorable. | |
| 24 | Bancoorah | " 26th | 3. | Fair | Good. | |
| 25 | Beerbhoom | " 26th | 3. | Favorable | Favorable; winter crops on the banks of the Damoodur damaged. | |
| 26 | Hooghly | " 26th | 2.8 | Seasonable | Hopeful. | |
| 27 | Howrah | " 26th | 2.9 | Rainy | Good; some injury done by inundation. | |
| 28 | Midnapore | " 25th | 7.8 | Rainy and cloudy. | Unfavorable; one-third of the district inundated. Crops very much damaged. | |
| 29 | Nuddea | " 26th | 3.8 | Rainy and cloudy. | Ous and Amun injured by floods. | |
| 30 | Jessore | " 25th | 2.9 | Rainy and then dry. | Good. | |
| 31 | 24-Pergunnahs | " 26th | 3.7 | Rainy | Good. | |
| 32 | Dacca | " 25th | 10.5 | Very rainy | Good. | |
| 33 | Backergunge | " 19th | 4.7 | Rainy | Brahmapooter slightly risen again; jute being cut; other crops good. | |
| 34 | Furzedpore | " 26th | 7.3 | Cool and wet | Fair. | |
| 35 | Mymensing | " 19th | 2.1 | Mild | Excellent. | |
| 36 | Sylhet | " 21st | 6.6 | Very rainy | Generally good. | |
| 37 | Cachar | " 19th | 6.4 | Very rainy | Good. | |
| 38 | Chittagong | " 18th | 3.4 | Cloudy and rainy. | Good. | |
| 39 | Noakhally or Bulloah | " 18th | 3.8 | Rain and sun | Fair. | |
| 40 | Tipperah | " 19th | 1.7 | Rainy | Favorable. | |
| 41 | Hill Tracts of Chittagong. | " 12th | 2.3 | Cloudy and close | Good. | |
| 42 | Cuttack | " 19th | 9. | Somewhat rainy | Generally good. | |
| 43 | Balasore | " 26th | 5. | Favorable | Favorable. | |
| 44 | Pooree | " 18th | | | | |
| 45 | Hazareebaugh | " 26th | | | | |

| Number. | District. | Date of return from each district. | Rainfall at sub-station, in inches. | Character of the weather in the district, as far as known. | State and prospects of the crops at date. | REMARKS. |
|---------|-------------------------|------------------------------------|-------------------------------------|--|--|---|
| 46 | Lohardugga ... | Aug. 25th | 4 | Fine ... | Very favorable. | |
| 47 | Maunbhoom ... | " 26th | 1.4 | Favorable ... | Good. | |
| 48 | Singbhoom ... | " 19th | 3.3 | Rainy ... | Very favorable. | |
| 49 | Durrung. ... | " 19th | 8.7 | Rainy ... | Good | |
| 50 | Nowgong ... | " 19th | | | | Earthquake at about 9½ A. M. on the 17th. |
| 51 | Sebsaugor ... | " 19th | 6.5 | Very close ... | Crops almost wholly under water; great loss apprehended. | |
| 52 | Kamroop ... | " 19th | 1. | Dry and sultry ... | Great fears for the Amun for want of rain. | |
| 53 | Luckimpore ... | " 19th | 3. | Pleasant ... | Favorable. | |
| 54 | Khasi and Jynteah Hills | " 18th | 1.2 | Rainy ... | Promising well. | |
| 55 | Naga Hills. | " 18th | 2.2 | Dry and sultry ... | Bhadoi and Amun affected by want of rain. | |
| 56 | Julpigoree ... | " 19th | 3 | Rainy ... | Amun suffers from want of rain. | |
| 57 | Gowalparah ... | " 19th | 2.8 | Rainy, but seasonable. | Healthy. | |
| 58 | Garo Hills ... | " 19th | 3.5 | Healthy ... | Hill crops good; rice crops not likely to be good owing to want of rain. | |
| 59 | Darjeeling ... | " 19th | * | Seasonable ... | Fair, if rain continues to fall. | * No rain gauge. |
| 60 | Cooch Behar ... | " 19th | | | | |

N.B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 29th August 1871.

R. H. WILSON,
Offg. Under-Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

| DIVISIONS. | Stations. | Rainfall from 31st July to 6th August 1871. | Rainfall from 7th to 13th August 1871. | RAIN FROM 1ST JANUARY 1871. | | REMARKS. |
|----------------|------------------------------------|---|--|-----------------------------|------------------|--|
| | | | | Rain. | Up to date. | |
| CUTTACK. | Cuttack { Telegraph Office ... | 3.50 | Nil | 42.78 | 20th Aug. 1871. | |
| | { Jail ... | 3.78 | 0.09 | 38.56 | ditto. | |
| | False Point ... | 6.90 | Not received | 43.90 | 13th Aug. 1871. | |
| | Jajipore ... | 12.80 | ditto | 67.41 | ditto. | |
| | Kendraparah ... | 5.70 | ditto | 34.90 | ditto. | |
| | Jugutsingapore ... | 3.00 | ditto | 34.23 | ditto. | |
| | Sumbulpore ... | 5.54 | ditto | 32.97 | ditto. | |
| | Balasore ... | 4.03 | 0.90 | 41.42 | 20th Aug. 1871. | |
| | Bhuddruck ... | 8.46 | 0.45 | 44.54 | ditto. | |
| | Poorce ... | 1.62 | 0.78 | 38.88 | ditto. | |
| CHOTA NAGPORE. | Khoordah ... | 2.38 | Not received | 38.57 | 13th Aug. 1871. | |
| | Hazareebaugh ... | 11.29 | 4.43 | 39.86 | 20th Aug. 1871. | |
| | Burhee ... | 5.28 | 5.07 | 36.87 | ditto. | |
| | Pachamba ... | 5.78 | 3.77 | 43.21 | ditto. | |
| | Ranchee ... | 6.45 | 2.04 | 44.26 | ditto. | |
| | Palamow ... | 3.12 | Not received | 33.15 | 13th Aug. 1871. | |
| | Purulia ... | 5.71 | 5.18 | 48.91 | 20th Aug. 1871. | |
| | Gobindpore ... | 4.53 | Not received | 30.04 | 13th Aug. 1871. | From 12th June. |
| | Chybassa ... | 12.09 | ditto | 42.16 | ditto. | |
| | | | | | | |
| PATNA. | Patna ... | 1.09 | 3.01 | 36.42 | 20th Aug. 1871. | |
| | Behar ... | 3.54 | 3.78 | 42.65 | ditto. | |
| | Barh ... | 0.21 | 1.21 | 24.51 | ditto. | |
| | Dinapore ... | 2.80 | 3.48 | 34.07 | ditto. | |
| | Gya ... | 7.37 | 5.78 | 40.41 | ditto. | |
| | Sherghotty ... | 5.58 | 5.64 | 33.99 | ditto. | |
| | Nowadah ... | 8.56 | 5.40 | 39.30 | ditto. | |
| | Arungabad ... | 7.90 | 5.70 | 31.76 | ditto. | |
| | Chumparun ... | 2.30 | 3.71 | 27.78 | ditto. | Not received 17th to 30th July. |
| | Bettiah ... | 2.55 | Not received | 27.88 | 13th Aug. 1871. | From 5th June. |
| | Chuprah ... | 10.13 | 4.75 | 46.68 | 20th Aug. 1871. | |
| | Sewan ... | 5.88 | 5.08 | 39.33 | ditto. | |
| | Mozufferpore ... | 2.41 | 2.30 | 38.39 | ditto. | |
| | Durbhangah ... | 0.27 | 1.91 | 44.49 | ditto. | |
| | Seetamaree ... | 1.40 | 2.68 | 33.54 | ditto. | Not received 5th and 6th August. |
| | Tajpore ... | 3.50 | 1.70 | 32.79 | ditto. | Not recorded 6th to 19th March. |
| | Mudhubani ... | 0.70 | 1.73 | 28.95 | ditto. | From 1st April. |
| | Hajipore ... | 0.76 | 2.21 | 21.72 | ditto. | From 22nd May. |
| | Arrah ... | 8.41 | 6.96 | 42.83 | ditto. | |
| | Buxar ... | 8.30 | 3.90 | 49.25 | ditto. | |
| BHAUGULPORE. | Sasseram ... | 4.15 | 5.16 | 33.31 | ditto. | |
| | Bhubhooh ... | 3.26 | 6.71 | 43.64 | ditto. | |
| | Benares ... | 5.70 | Not received | 33.08 | 13th Aug. 1871. | |
| | Bhaugulpore ... | 0.85 | 2.45 | 28.41 | 20th Aug. 1871. | |
| | Mudheypoorah ... | 0.95 | Not received | 30.51 | 13th Aug. 1871. | Not received 10th to 16th July. |
| | Banka ... | 1.99 | ditto | 30.65 | ditto. | |
| | Sopool ... | Not received | 1.89 | 1.89 | 20th Aug. 1871. | From 14th August. |
| | Monghyr ... | 2.94 | 3.36 | 38.44 | ditto. | |
| | Jamooie ... | 1.81 | 3.50 | 36.73 | ditto. | |
| | Begoesari ... | 2.37 | 3.04 | 32.23 | ditto. | |
| | Deoghur ... | 3.55 | 5.97 | 46.37 | ditto. | |
| | Jantara ... | 3.40 | 7.45 | 51.23 | ditto. | From 13th Feb. |
| | Rajmehal ... | 0.50 | 3.00 | 41.80 | ditto. | From 12th Feb., and not received 20th and 21st May. |
| | Pakour ... | 0.14 | 1.40 | 26.74 | ditto. | From 21st May. |
| | Purneah ... | 1.95 | 4.22 | 46.74 | ditto. | |
| RAJSHAHY. | Kishengunge ... | 1.75 | Not received | 34.26 | 13th Aug. 1871. | From 13th June. |
| | Arraria ... | 2.86 | 4.66 | 35.20 | 20th Aug. 1871. | From 26th June. |
| | Rampore Beaulah... .. | 0.28 | 6.17 | 54.30 | ditto. | |
| | Nattore ... | 0.71 | Not received | 53.01 | 13th Aug. 1871. | |
| | Bograh ... | 0.65 | 5.59 | 64.22 | 20th Aug. 1871. | |
| | Dinagapore ... | 0.50 | Not received | 46.67 | 13th Aug. 1871. | |
| | Maldah ... | 0.71 | 0.95 | 33.60 | 20th Aug. 1871. | |
| | Berhampore ... | 2.66 | 3.64 | 47.71 | ditto. | |
| | Jungipore ... | 0.61 | 2.97 | 41.61 | ditto. | |
| | Lalbagh ... | 3.98 | 4.27 | 40.97 | ditto. | From 16th Jan. |
| | Jameokandi ... | 3.25 | 6.13 | 37.89 | ditto. | From 17th April and not received 24th to 30th July. |
| | Pubna ... | 1.64 | 3.03 | 55.45 | ditto. | Not recorded from 1st May. |
| | Coomercolly ... | Not received | Not received | 5.02 | 23rd April 1871. | |
| | Serajunge ... | 0.58 | 4.80 | 58.00 | 20th Aug. 1871. | |
| | Rungpore ... | 0.50 | 2.40 | 64.60 | ditto. | |
| BURDWAN. | Bhowanigunge ... | 0.35 | Not received | 45.63 | 13th Aug. 1871. | From 22nd January. |
| | Titalya ... | 3.56 | 3.16 | 50.54 | 20th Aug. 1871. | |
| | Burdwan ... | 2.62 | 8.32 | 46.67 | ditto. | |
| | Cutwa ... | 1.62 | 5.02 | 44.21 | ditto. | |
| | Culina ... | 2.10 | 6.02 | 51.94 | ditto. | |
| | Bood-Bood ... | 4.35 | 9.27 | 51.20 | ditto. | |
| | Bancoorah ... | 2.63 | 5.27 | 47.92 | ditto. | |
| | Raneegunge ... | 4.28 | 4.58 | 41.06 | ditto. | |
| | Sooree ... | 2.43 | 8.23 | 42.35 | ditto. | |
| | Hoghly ... | 3.00 | 10.32 | 62.59 | ditto. | |
| | Serampore ... | 3.20 | 3.45 | 37.85 | ditto. | From 20th Mar., and not received 17th to 23rd July. |
| | Jehanabad ... | Not received | Not received | 30.37 | 27th April 1871. | From 21st April, and not received 10th to 16th July. |
| | Howrah ... | 2.82 | 3.01 | 73.05 | 20th Aug. 1871. | |
| | Midnapore ... | 3.38 | 4.03 | 52.59 | ditto. | |
| | Contai { Dy. Collr.'s Office... .. | 10.74 | 1.88 | 56.33 | ditto. | |
| | { Engr's Office ... | 11.45 | 2.43 | 65.80 | ditto. | |
| | Gurbetta ... | 3.92 | 3.28 | 47.05 | ditto. | From 6th February. |
| | Tumlook ... | Not received | Not received | 46.18 | 16th July 1871. | |

| DIVISIONS. | Stations. | Rainfall from 31st July to 31st August 1871. | Rainfall from 7th to 13th August 1871. | RAIN FROM 1st JANUARY 1871. | | REMARKS. |
|-------------|-----------------------------------|--|--|-----------------------------|-----------------|---|
| | | | | Rain. | Up to date. | |
| PRESIDENCY. | Kashnagpur ... | 1.30 | 5.29 | 45.40 | 20th Aug. 1871. | |
| | Bongong ... | 2.21 | 7.86 | 56.98 | ditto. | |
| | Ranaghat ... | 3.42 | 8.90 | 45.86 | ditto. | |
| | Meherpore ... | 2.09 | Not received | 39.28 | 13th Aug. 1871. | |
| | Chooadangah ... | 1.55 | 5.55 | 61.35 | 20th Aug. 1871. | |
| | Kooshteah ... | 2.38 | 3.56 | 60.05 | ditto. | |
| | Jessore ... | 0.96 | 8.06 | 65.92 | ditto. | |
| | Khoolnah ... | 1.57 | 10.76 | 60.84 | ditto ... | From 16th February. |
| | Jenidah ... | 1.61 | 4.60 | 66.31 | ditto ... | From 6th March. |
| | Nurail ... | 0.52 | 4.84 | 49.95 | ditto ... | From 3rd April. |
| | Magoorah ... | 0.12 | 3.16 | 32.95 | ditto ... | ditto. |
| | Bagirhaut ... | 1.73 | 7.27 | 60.42 | ditto ... | ditto. |
| | Saugor Island ... | 10.80 | 4.30 | 43.40 | ditto. | |
| | Calcutta ... | 2.26 | 2.56 | 71.15 | ditto. | |
| | Alipore { Jail ... | 2.96 | 2.43 | 76.54 | ditto. | |
| | { Hospital ... | 2.84 | 2.77 | 75.65 | ditto. | |
| | Barrackpore ... | Not received | Not received | 67.24 | 6th Aug. 1871. | |
| | Dum-Dum ... | 2.02 | 1.92 | 52.09 | 20th Aug. 1871. | |
| | Baraset ... | 3.98 | 2.85 | 54.74 | ditto. | |
| | Satkerah ... | 1.83 | 5.54 | 59.88 | ditto. | |
| DACCA. | Busseerhaut ... | 1.61 | 4.78 | 58.95 | ditto. | |
| | Diamond Harbour ... | 2.09 | 4.28 | 67.60 | ditto. | |
| | Barripore ... | 2.03 | 2.73 | 66.44 | ditto. | |
| | Dacca { Telegraph Office ... | 1.36 | 4.77 | 71.88 | ditto. | |
| | { Jail ... | 1.10 | 3.50 | 67.10 | ditto. | |
| | Burrisaul ... | 0.88 | 6.07 | 69.87 | ditto. | |
| | Dowlat Khan ... | 3.51 | 9.94 | 76.64 | ditto. | |
| | Perozepore ... | 1.53 | 13.88 | 70.51 | ditto. | |
| | Madaripore ... | 0.76 | 7.68 | 57.53 | ditto ... | Not received 10th to 16th July. |
| | Furteedpore ... | 0.39 | 6.70 | 70.46 | ditto. | |
| | Goalundo ... | 0.28 | 3.41 | 37.14 | ditto ... | From 5th June. |
| | Mymensing ... | 0.65 | 4.94 | 77.70 | ditto. | |
| | Jamalpore ... | 0.46 | 5.95 | 53.95 | ditto ... | Not received 19th to 25th June. |
| | Atteah ... | Nil | 1.33 | 77.00 | ditto. | |
| CHITTAGONG. | Kishoregunge ... | 2.60 | Not received | 75.72 | 13th Aug. 1871. | |
| | Sylhet ... | 5.11 | 7.28 | 96.27 | 20th Aug. 1871. | |
| | Cachar ... | 2.55 | Not received | 61.94 | 13th Aug. 1871. | |
| | Hylakandy ... | 1.15 | ditto | 60.80 | ditto ... | Not received 10th to 23rd July. |
| | Koyah ... | 6.95 | ditto | 73.74 | ditto ... | Not received 17th to 23rd July and 31st July to 6th August. |
| | Chittagong { Telegraph Office ... | 1.20 | 7.70 | 77.38 | 20th Aug. 1871. | |
| | { Jail ... | 1.09 | 6.52 | 81.25 | ditto. | |
| | Cox's Bazar ... | 3.41 | Not received | 117.25 | 13th Aug. 1871. | |
| | Rangamatea Hill ... | 3.55 | ditto | 69.38 | ditto. | |
| | Noakhally ... | 2.11 | 7.75 | 89.68 | 20th Aug. 1871. | |
| COCH BEHAR. | Tipperah ... | 0.47 | 4.15 | 74.47 | ditto. | |
| | Brahmanbariah ... | 3.57 | Not received | 75.07 | 13th Aug. 1871. | |
| | Akyab ... | 5.80 | 11.60 | 154.50 | 20th Aug. 1871. | |
| | Buxa ... | 1.96 | 8.88 | 128.97 | ditto. | |
| | Gowalparah ... | 3.35 | Not received | 69.92 | 13th Aug. 1871. | |
| | Dhoobree ... | 0.80 | ditto | 43.61 | ditto ... | Not recorded 27th Feb. to 5th March. |
| | Tura (Garo Hills) ... | 1.00 | ditto | 70.08 | ditto. | |
| | Darjeeling { Telegraph Office ... | Not received | ditto | 70.69 | 31st July 1871. | |
| | { Hospital ... | 4.80 | 6.96 | 79.09 | 20th Aug. 1871. | |
| | Rungbee ... | Not received | Not received | 56.50 | 30th June 1871. | |
| ASSAM. | Falacottah ... | ditto | ditto | 43.97 | 6th Aug. 1871. | |
| | Julpigoree ... | 2.23 | 3.58 | 64.18 | 20th Aug. 1871. | |
| | Boda ... | 0.58 | Not received | 41.83 | 13th Aug. 1871 | Not received 31st July to 6th Aug. |
| | Tezpor ... | 1.75 | ditto | 58.31 | ditto. | |
| | Newgong ... | 9.17 | ditto | 63.33 | ditto. | |
| | Mungledye ... | Not received | ditto | 42.91 | 6th Aug. 1871 | From 30th January. |
| | Burpettah ... | 2.33 | ditto | 56.85 | 13th Aug. 1871. | |
| | Gowhatti ... | 1.32 | ditto | 40.38 | ditto. | |
| | Sebsaugor ... | 7.90 | ditto | 76.80 | ditto. | |
| | Jorehaut ... | 4.49 | ditto | 63.21 | ditto ... | From 27th February. |
| | Golaghat ... | 2.92 | ditto | 76.45 | ditto. | |
| | Nazeerah ... | 7.91 | ditto | 74.51 | ditto. | |
| | Debrooghur ... | 3.43 | ditto | 75.64 | ditto. | |
| | Suddya ... | Not received | ditto | 59.31 | 30th June 1871. | |
| | Shillong ... | 0.56 | ditto | 47.37 | 13th Aug. 1871. | |
| | Cherrapunjee ... | 6.56 | ditto | 213.10 | ditto ... | From 18th February. |
| | Jowai ... | 2.77 | ditto | 80.21 | ditto. | |
| | Samooogoodting ... | Not received | ditto | 30.62 | 6th Aug. 1871. | |

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 26th August 1871.

Meteorological Telegraphic Report for the period 20th to 26th August 1871.

| STATIONS | Date. | Hour. | Barometer reduced to 32°. | Barometer reduced to sea-level. | THERMOMETER. | | Humidity Sat. =100. | WIND. | | Rain. | Clouds. | Weather initials. | |
|----------------|------------------|--------|---------------------------|---------------------------------|--------------|--------|---------------------|------------|-----------|-----------|--------------|-------------------|--|
| | | | | | Dry. | Wet. | | Direction. | Velocity. | | | | |
| CALCUTTA. | Aug ¹ | | | | | | | | | | | | |
| | 20th | 10 | 29.693 | 29.711 | 85.2 | 80.2 | 79 | S S W | ... | ... | S | | |
| | 16 | 29.616 | 29.634 | 85.2 | 82.3 | 89 | S S W | ... | ... | S | | | |
| | 21st | 10 | 29.696 | 29.714 | 83.0 | 82.0 | 95 | S by W | ... | ... | ..... | o, d | |
| | 16 | 29.587 | 29.605 | 87.0 | 82.4 | 81 | S by W | ... | 0.63 | S | | | |
| | 22nd | 10 | 29.704 | 29.722 | 81.0 | 79.5 | 93 | S S W | ... | 2.13 | ..... | o | |
| | 16 | 29.582 | 29.600 | 86.0 | 81.5 | 81 | S W | ... | 0.09 | K | | | |
| | 23rd | 10 | 29.689 | 29.707 | 83.5 | 79.8 | 85 | W | ... | 0.02 | S, CK | | |
| | 16 | 29.593 | 29.611 | 86.5 | 81.0 | 77 | W by S | ... | ... | S | | | |
| | 24th | 10 | 29.718 | 29.736 | 83.4 | 77.5 | 75 | W by S | ... | ... | CS | | |
| | 16 | 29.621 | 29.639 | 87.4 | 81.0 | 74 | W | ... | ... | C, K | | | |
| | 25th | 10 | 29.760 | 29.778 | 81.4 | 79.8 | 81 | S S W | ... | ... | S, C | | |
| 16 | 29.654 | 29.668 | 88.0 | 81.0 | 72 | S W | ... | ... | S | | | | |
| 26th | 10 | 29.774 | 29.792 | 83.2 | 80.5 | 89 | W S W | ... | ... | ..... | o, d | | |
| 16 | 29.662 | 29.680 | 84.5 | 80.5 | 83 | W by S | ... | ... | K | | | | |
| SANTOR ISLAND. | 20th | 10 | 29.720 | 29.726 | 87 | 84 | 87 | S S W | 15.1* | ... | N | b | |
| | 16 | 29.628 | 29.634 | 87 | 83 | 83 | S S W | 18.3* | ... | N | o | | |
| | 21st | 10 | 29.723 | 29.729 | 85 | 82 | 87 | S S W | 16.9* | 0.10 | N | o, r, u | |
| | 16 | 29.614 | 29.620 | 87 | 83 | 83 | S | 21.0* | ... | N | b, m | | |
| | 22nd | 10 | 29.716 | 29.722 | 85 | 81 | 83 | S | 8.4* | 0.10 | N | o, v | |
| | 16 | 29.597 | 29.603 | 86 | 82 | 83 | S S W | 17.1* | ... | N | m, o, u | | |
| | 23rd | 10 | 29.701 | 29.707 | 87 | 83 | 83 | S W | 8.7* | 0.10 | N | b, m, u | |
| | 16 | 29.614 | 29.620 | 86 | 81 | 79 | S | 10.3* | ... | N | m, o | | |
| | 24th | 10 | 29.740 | 29.746 | 84 | 82 | 91 | S W | 9.2* | ... | N | b, m, u | |
| | 16 | 29.635 | 29.641 | 87 | 82 | 79 | S | 5.9* | ... | N | b, m, u | | |
| | 25th | 10 | 29.774 | 29.780 | 86 | 82 | 83 | W | 13.8* | ... | K | b, m | |
| | 16 | 29.667 | 29.673 | 88 | 81 | 72 | S S E | 5.3* | ... | N | o | | |
| 26th | 10 | 29.787 | 29.793 | 86 | 82 | 83 | S W | 5.2* | ... | N | b | | |
| 16 | 29.669 | 29.675 | 87 | 83 | 83 | S | 4.7* | ... | N | o | | | |
| CHITTAGONG. | 20th | 10 | 29.658 | 29.768 | 83 | 78 | 78 | E S E | 9.8* | ... | K, KS | u | |
| | 16 | 29.589 | 29.699 | 82 | 78 | 82 | W | 14.5* | ... | K, KS | a, g | | |
| | 21st | 10 | 29.696 | 29.808 | 77 | 76 | 95 | E | 8.1* | 0.80 | N | a, u, g | |
| | 16 | 29.637 | 29.748 | 78 | 76 | 90 | S | 5.3* | 1.20 | N | r, g | | |
| | 22nd | 10 | 29.676 | 29.788 | 77 | 76 | 95 | E S E | 6.1* | 3.20 | N | | |
| | 16 | 29.579 | 29.689 | 82 | 79 | 87 | S W | 11.4* | ... | K, KS | r, o | | |
| | 23rd | 10 | 29.669 | 29.781 | 77 | 76 | 95 | S W | 7.3* | 1.70 | N | b | |
| | 16 | 29.579 | 29.689 | 82 | 78 | 82 | S | 11.1* | ... | CK, C | | | |
| | 24th | 10 | 29.698 | 29.808 | 83 | 79 | 83 | S E | 6.9* | ... | CK, KS | b | |
| | 16 | 29.614 | 29.724 | 85 | 80 | 79 | S | 12.7* | ... | CK, CS | b | | |
| | 25th | 10 | 29.716 | 29.826 | 84 | 80 | 83 | S W | 4.5* | ... | CK, K, C | b | |
| | 16 | 29.624 | 29.734 | 85 | 79 | 75 | S W | 9.4* | ... | KS, C | b | | |
| 26th | 10 | 29.775 | 29.885 | 84 | 76 | 79 | S W | 3.9* | ... | K, C | b | | |
| 16 | 29.627 | 29.737 | 83 | 79 | 83 | S W | 10.5* | ... | K, CK, C | b | | | |
| MADRAS. | 19th | 10 | 29.829 | 29.859 | 91 | 76 | 47 | W | 5* | ... | | b | |
| | 16 | 29.715 | 29.745 | 90 | 78 | 56 | E | 10* | ... | ..... | bc | | |
| | 20th | 10 | 29.840 | 29.870 | 90 | 79 | 59 | S S W | 10* | 0.12 | | bc | |
| | 16 | 29.746 | 29.776 | 87 | 78 | 65 | E S E | 11* | ... | ..... | b | | |
| | 21st | 10 | 29.836 | 29.866 | 91 | 78 | 53 | S W | 10* | ... | | b | |
| | 16 | 29.732 | 29.762 | 91 | 79 | 56 | S E by S | 10* | ... | ..... | bc | | |
| | 22nd | 10 | 29.831 | 29.861 | 90 | 75 | 47 | W | 10* | ... | | b, m | |
| | 16 | 29.728 | 29.758 | 90 | 76 | 50 | E N E | 9* | ... | ..... | bc | | |
| | 23rd | 10 | 29.807 | 29.837 | 92 | 76 | 45 | W | 9* | ... | | b, m | |
| | 16 | 29.688 | 29.718 | 89 | 76 | 52 | N E | 10* | ... | ..... | bc | | |
| | 24th | 10 | 29.829 | 29.859 | 92 | 77 | 48 | S by W | 9* | ... | | bc | |
| | 16 | 29.717 | 29.747 | 88 | 77 | 58 | E S E | 15* | ... | ..... | bc | | |
| 25th | 10 | 29.850 | 29.880 | 91 | 76 | 47 | S by W | 12* | ... | ..... | b, m | | |
| 16 | 29.755 | 29.785 | 87 | 78 | 65 | E | 8* | ... | ..... | bc | | | |
| CUTTACK. | 20th | 10 | 29.674 | 29.766 | 89 | 78 | 59 | S S W | 0.3* | ... | CK, KS | cloudy | |
| | 16 | 29.567 | 29.648 | 90 | 80 | 63 | S W | 0.6* | ... | KS | cloudy | | |
| | 21st | 10 | 29.679 | 29.761 | 85 | 79 | 75 | S W | 0.3* | ... | CK | cloudy | |
| | 16 | 29.610 | 29.692 | 83 | 78 | 78 | S W | 0.7* | ... | N | u | | |
| | 22nd | 10 | 29.682 | 29.764 | 85 | 79 | 75 | S W | 0.1* | ... | C | dewy | |
| | 16 | 29.580 | 29.663 | 82 | 76 | 74 | S S W | 0.5* | ... | N | o, d | | |
| | 23rd | 10 | 29.659 | 29.741 | 87 | 79 | 68 | W S W | 0.3* | ... | KS | fair | |
| | 16 | 29.558 | 29.639 | 91 | 78 | 53 | W S W | 0.4* | ... | N | fair | | |
| | 24th | 10 | 29.696 | 29.778 | 88 | 79 | 65 | W S W | 0.1* | 0.10 | KS | fair | |
| | 16 | 29.592 | 29.673 | 91 | 82 | 66 | W S W | 0.2* | ... | KS, N | fair | | |
| | 25th | 10 | 29.726 | 29.808 | 87 | 80 | 72 | W S W | 0.1* | ... | C, K | fair | |
| | 16 | 29.662 | 29.703 | 91 | 80 | 60 | W | 0.6* | ... | K | fair | | |
| ARYAB. | 20th | 10 | 29.810 | 29.825 | 81 | 77 | 82 | S | 1 | ... | K, S | g | |
| | 16 | 29.718 | 29.733 | 82 | 78 | 82 | S W | 1 | ... | K, KS, C | d to | | |
| | 21st | 10 | 29.822 | 29.837 | 80 | 78 | 91 | S | 1 | 0.10 | KS | m, o | |
| | 16 | 29.725 | 29.740 | 83 | 80 | 87 | S W | 1 | 0.10 | K, KS | d | | |
| | 22nd | 10 | 29.803 | 29.818 | 80 | 78 | 91 | W | 1 | 0.50 | K, KS | d | |
| | 16 | 29.703 | 29.718 | 80 | 78 | 91 | E N E | 1 | 0.10 | N, KS | r | | |
| | 23rd | 10 | 29.771 | 29.786 | 77 | 76 | 95 | E | 1 | 1.70 | N | r | |
| | 16 | 29.691 | 29.706 | 77 | 75 | 90 | E | 1 | 1.70 | CS, K | g | | |
| | 24th | 10 | 29.801 | 29.816 | 77 | 75 | 90 | S E | 1 | 0.40 | KS, N | r | |
| | 16 | 29.693 | 29.708 | 80 | 78 | 91 | S | 1 | 0.30 | K, KS | g | | |
| | 25th | 10 | 29.797 | 29.812 | 82 | 78 | 82 | E | 1 | ... | C, K, KS, CK | b | |
| | 16 | 29.705 | 29.720 | 83 | 80 | 87 | W | 1 | 0.10 | C, CS, K | g | | |
| 26th | 10 | 29.840 | 29.855 | 77 | 75 | 90 | S E | 1 | 3.40 | K, CK, KS | g | | |
| 16 | 29.728 | 29.743 | 82 | 77 | 78 | S S W | 1 | ... | K, CS | b | | | |

* Velocity of wind in miles per hour.

CALCUTTA,
The 26th August 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

**Abstract of the Results of the Hourly Meteorological Observations taken
at the Surveyor-General's Office, Calcutta, in the month of
July 1871.**

LATITUDE 22° 33' 1" north, longitude 88° 20' 34" east. Height of the cistern of the
standard barometer above the sea-level, 18·11 feet.

MONTHLY RESULTS.

| | | | Inches. |
|---|-----|-----|--------------------|
| Mean height of the barometer for the month | ... | ... | 29·551* |
| Max. height of the barometer occurred at 11 A.M. on the 13th | ... | ... | 29·724 |
| Min. height of the barometer occurred at 4 P.M. on the 30th | ... | ... | 29·359 |
| Extreme range of the barometer during the month | ... | ... | 0·365 |
| Mean of the daily max. pressures | ... | ... | 29·606 |
| Ditto ditto min. ditto | ... | ... | 29·492 |
| Mean daily range of the barometer during the month | ... | ... | 0·114 |
| <hr/> | | | |
| Mean dry bulb thermometer for the month | ... | ... | 82·5 |
| Max. temperature occurred at 1 P.M. on the 29th | ... | ... | 90·5 |
| Min. temperature occurred at 6 A.M. on the 2nd | ... | ... | 75·5 |
| Extreme range of the temperature during the month | ... | ... | 15·0 |
| Mean of the daily max. temperature | ... | ... | 86·8 |
| Ditto ditto min. ditto | ... | ... | 79·4 |
| Mean daily range of the temperature during the month | ... | ... | 7·4 |
| <hr/> | | | |
| Mean wet bulb thermometer for the month | ... | ... | 80·0 |
| Mean dry bulb thermometer above mean wet bulb thermometer | ... | ... | 2·5 |
| Computed mean dew-point for the month | ... | ... | 78·2 |
| Mean dry bulb thermometer above computed mean dew-point | ... | ... | 4·3 |
| <hr/> | | | |
| Mean elastic force of vapour for the month | ... | ... | 0·946 |
| <hr/> | | | |
| Mean weight of vapour for the month | ... | ... | 10·17 |
| Additional weight of vapour required for complete saturation | ... | ... | 1·47 |
| Mean degree of humidity for the month, complete saturation being unity | ... | ... | 0·87 |
| <hr/> | | | |
| Mean max. solar radiation thermometer for the month | ... | ... | 137·2 |
| <hr/> | | | |
| Rained 30 days,—max. fall of rain during 24 hours | ... | ... | 3·25 |
| Total amount of rain during the month | ... | ... | 15·93 |
| Total amount of rain indicated by the gauge* attached to the anemometer during the month | ... | ... | 14·77 |
| Prevailing direction of the wind | ... | ... | S by E, S & S S W. |

* Height, 70 feet 10 inches above ground.

The 25th August 1871.

GOPEENAUTH SEN,
In charge of the Observatory.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 1,279½ miles open.

| | COACHING TRAFFIC. | | | MERCHANDISE AND MINERAL TRAFFIC. | | | | Total traffic receipts. |
|---|-----------------------|--------------------|-------------|----------------------------------|----------------|--------------|--------------|-------------------------|
| | Number of passengers. | Coaching receipts. | | Weight carried. | Receipts. | | | |
| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. | |
| Total traffic for the week ... | 83,297 | 94,436 15 3 | 8,656 14 5 | 317,176 0 | 1,59,174 5 0 | 14,590 19 7 | 23,247 14 0 | |
| Or per mile of railway ... | ..... | 73 12 11 | 6 15 4 | ..... | 124 6 6 | 11 8 1 | 18 3 5 | |
| For previous 5 weeks of half-year ... | 448,266 | 5,40,565 7 9 | 49,551 16 9 | 2,065,089 10 | 13,21,083 9 0 | 121,099 6 6 | 170,651 3 3 | |
| Total for 6 weeks ... | 531,563 | 6,35,002 7 0 | 58,208 11 2 | 2,385,265 10 | 14,80,257 14 0 | 135,690 6 1 | 193,898 17 3 | |
| COMPARISON. | | | | | | | | |
| Total for corresponding week of previous year ... | 86,135½ | 1,04,758 3 8 | 9,602 16 9 | 431,781 30 | 3,38,545 4 9 | 31,033 6 4 | 40,636 3 1 | |
| Per mile of railway corresponding week of previous year ... | ..... | 92 9 4 | 8 9 9 | ..... | 299 3 3 | 27 8 6 | 35 18 5 | |
| Total to corresponding date of previous year ... | 564,931½ | 6,97,846 14 4 | 63,969 6 0 | 3,122,385 10 | 21,16,185 10 5 | 193,983 13 8 | 257,962 19 8 | |

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 12th August 1871, on 223 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|---------|-------------|------------|------------|-------------|------------|------------|
| Total traffic for the week ... | 2,902 | 7,163 13 6 | 656 13 9 | 25,797 30 | 7,206 9 6 | 680 12 1 | 1,317 5 10 |
| Or per mile of railway ... | ..... | 32 2 0 | 2 18 11 | ..... | 32 5 1 | 2 19 3 | 5 18 2 |
| For previous 5 weeks of half-year ... | 18,480½ | 44,249 13 8 | 4,056 4 9 | 184,678 30 | 41,432 6 3 | 3,797 19 4 | 7,864 4 1 |
| Total for 6 weeks ... | 21,472½ | 51,413 11 2 | 4,712 18 6 | 210,476 20 | 48,638 15 9 | 4,488 11 5 | 9,171 9 11 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 3,140½ | 8,077 13 4 | 740 9 5 | 16,726 0 | 5,423 6 8 | 497 2 11 | 1,237 12 4 |
| Per mile of railway corresponding week of previous year ... | ..... | 36 3 7 | 3 6 5 | ..... | 24 5 1 | 2 4 7 | 5 11 0 |
| Total to corresponding date of previous year ... | 21,210½ | 54,406 11 5 | 4,987 5 8 | 116,908 0 | 35,867 11 0 | 3,287 17 5 | 8,275 3 1 |

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 12th August 1871, on 156½ miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|--------------|-------------|------------|----------------|-------------|-------------|
| Total traffic for the week ... | 26,389 | 13,582 2 8 | 1,245 0 8 | 160,216 8 | 65,856 7 9 | 6,036 16 11 | 7,251 17 7 |
| Or per mile of railway ... | 169 | 86 12 7 | 7 19 1 | 1,024 0 | 420 12 11 | 38 11 6 | 46 10 7 |
| For previous 6 weeks of half-year ... | 146,519½ | 81,128 13 11 | 7,436 16 2 | 572,274 27 | 2,11,608 15 11 | 19,397 9 9 | 26,534 5 11 |
| Total for 7 weeks ... | 172,908½ | 94,711 0 7 | 8,681 16 10 | 732,490 35 | 2,77,465 7 8 | 25,434 6 8 | 34,116 3 6 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 22,381 | 10,947 2 1 | 1,003 9 9 | 68,530 28 | 15,542 0 4 | 1,424 13 9 | 2,428 3 6 |
| Per mile of railway corresponding week of previous year ... | 198 | 96 10 7 | 8 17 3 | 605 0 | 137 3 10 | 12 11 7 | 21 8 10 |
| Total to corresponding date of previous year ... | 154,111½ | 79,184 14 0 | 7,258 12 4 | 583,995 30 | 97,615 9 2 | 8,948 1 11 | 16,206 14 3 |

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 12th August 1871, on 28 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|-------------|------------|------------|------------|----------|------------|
| Total traffic for the week ... | 4,539 | 719 15 6 | 71 19 11 | 16,456 20 | 326 10 0 | 32 13 4 | 104 13 3 |
| Or per mile of railway ... | 162 | 25 11 9 | 2 11 3 | 373 18 | 11 10 8 | 1 3 4 | 3 14 7 |
| For previous 19 weeks of half-year ... | 120,905½ | 22,480 10 9 | 2,246 1 4 | 196,039 0 | 5,785 2 6 | 578 10 3 | 2,824 11 7 |
| Total for 20 weeks ... | 125,534½ | 23,180 10 3 | 2,318 1 3 | 206,494 20 | 6,111 12 6 | 611 3 7 | 2,929 4 10 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 4,551½ | 746 2 0 | 74 12 3 | 6,777 20 | 201 12 0 | 20 3 6 | 94 15 9 |
| Per mile of railway corresponding week of previous year ... | 163 | 26 10 4 | 2 13 3 | 242 0 | 7 3 3 | 0 14 5 | 3 7 8 |
| Total to corresponding date of previous year ... | 110,784 | 18,885 11 3 | 1,888 11 5 | 205,480 22 | 7,180 13 3 | 718 1 8 | 2,006 13 1 |

No. 36

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 6, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

CONTENTS.

| | Page. | | Page. |
|---|-------|--|-------|
| Administration Report of the Dacca Municipality for 1870-71 | 589 | Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta, during the half month 16th to 31st July 1871 | 597 |
| Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 2nd September 1871 | 592 | Mean Pressures and Temperatures of the preceding table reduced to sea-level, with mean wind directions | 598 |
| Weekly Report of Rainfall compiled at the Meteorological Reporter's Office | 594 | Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st August 1871 | 599 |
| Meteorological Telegraphic Report for the period 27th August to 2nd September 1871 | 596 | Weekly Return of traffic receipts on Indian Railways | 600 |

Administration Report of the Dacca Municipality for 1870 71.

From F. B. SIMSON, Esq., Commissioner of the Dacca Division, to the Officiating Secretary to the Government of Bengal, Judicial Department,—(No. 183, dated Dacca, the 16th August 1871.)

I HAVE the honor to submit herewith copy of an annual administration report and a statement of actual receipts and expenditure of the Dacca municipality for the year 1870-71.

2 I have very little to write on the report. The chairman has not remarked upon the attendance of the members at municipal meetings; but I may say that throughout the year there has been no complaint from the newspapers or individuals, and if anything worthy of animadversion had occurred, this silence would certainly have been broken. The attention of the committee lately has been chiefly directed to the proposed improvements of the town, for which the Government of India has authorized advance of funds. This is the subject of separate correspondence.

From D. R. LYALL, Esq., Chairman of the Municipal Commissioners, Dacca, to the Commissioner of the Dacca Division,—(No. 56, dated Dacca, the 26th May 1871.)

I HAVE the honor to submit the following account of the receipts and disbursements of the Dacca municipality for the year ended 31st March 1871.

2. In the accompanying statement the total receipts will be found to amount to Rs. 47,646. The collections of house tax have realized Rs. 34,400, a sum which may be considered a fair result. Arrears under this head include one important item, viz. the tax due on Government buildings, amounting nearly to Rs. 2,000; but they will be speedily realized in full or written off as unrealizable.

3. The sum of Rs. 3,500 (which is considerably in excess of amount collected last year) has been realized on account of wheel tax. Additional agency has been employed for the collection of this tax, the work being too much for one man, and arrears—which amounted at close of the year to Rs. 2,557—have rapidly diminished. The vice-chairman has given his special attention to this point.

4. Ferries have been let at an enhanced rent for the ensuing year, and all arrears have been paid up, the total sum realized for 1870-71 being Rs. 3,860. Other minor receipts accruing from pound, bazar rents, &c., have almost fully realized the sum estimated for each.

5. The expenditure for the past year has amounted to Rs. 45,600, a balance of Rs. 2,007 having been carried to next year's account.

6. The municipality has no debts outstanding, and I have the honor to report that the administration of its funds, according to disbursements shown in accompanying statement, has met with careful consideration.

7. The improvement of the sanitary state of the city has been under the frequent consideration of the committee, everything as far as available funds permitted having been done to this desirable end.

8. The Act has been worked regularly, and many nuisances have been removed. 2,200 notices have been issued, and 650 summonses served on offenders against Act and by-laws.

9. The roads of the city have kept in good repair, and about a mile of new road-work has been finished, good materials having been laid to an average depth of five inches. The balance in hand enables us to have the roads put at once into proper order, whereas in former years there has been delay from want of funds. In this balance the Government contribution of Rs. 500 on damage done by elephants is included, it having not yet been spent.

10. The expense of collection is about 11 per cent., owing to the large amount of small items. I see no means of decreasing this.

Statement of the actual receipts and expenditure of the Dacca Municipality for the year 1870-71.

RECEIPTS.

| | | | Rs. | As. | P. |
|---|----|----|--------|-----|----|
| Balance of last year | .. | .. | 216 | 9 | 1 |
| Amount collected on account of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands | .. | .. | 34,477 | 2 | 6 |
| Ditto ditto of tax on carriages, horses, and elephants | .. | .. | 3,564 | 8 | 0 |
| Ditto ditto of fines, &c., under Act III of 1864 | .. | .. | 192 | 6 | 3 |
| Ditto ditto of rent of Committeeegunj Bazar | .. | .. | 1,477 | 13 | 0 |
| Ditto ditto of rent of Company's garden | .. | .. | 160 | 0 | 0 |
| Ditto ditto of rent of the upper story of municipal office | .. | .. | 500 | 0 | 0 |
| Ditto ditto of license fees | .. | .. | 202 | 0 | 0 |
| Ditto ditto of miscellaneous receipts | .. | .. | 1,336 | 10 | 3 |
| Ditto ditto of fees | .. | .. | 15 | 1 | 0 |
| Ditto ditto of ferries | .. | .. | 3,860 | 1 | 0 |
| Ditto ditto of pounds | .. | .. | 1,644 | 12 | 9 |
| Total | .. | .. | 47,646 | 15 | 10 |

EXPENDITURE.

| | | | Rs. | As. | P. |
|---|---|-----|-----|--------|--------|
| Charges incurred in the collection of tax on carriages and horses, &c., and of the rate of $7\frac{1}{2}$ per cent. upon the annual value of houses, buildings, and lands | | | ... | 4,298 | 15 3 |
| Conservancy charges | | | ... | 7,763 | 2 9 |
| Amount paid for the maintenance of the city police | | | ... | 16,501 | 1 0 |
| Ditto | for repair of committee's tiled huts | ... | ... | 208 | 13 3 |
| Ditto | for filling up tanks and hollows | ... | ... | 66 | 4 0 |
| Ditto | for construction of four filth carts | ... | ... | 409 | 7 0 |
| Ditto | for surface drainage | ... | ... | 8 | 6 3 |
| Ditto | for repair to bridges and culverts | ... | ... | 362 | 2 9 |
| Ditto | for construction of six conservancy carts | ... | ... | 712 | 8 0 |
| Ditto | for purchase of four bullocks | ... | ... | 100 | 0 0 |
| Amount expended for new metalling roads— | | | | | |
| I. | Road leading from sudder pound to Koonjoo Baboo's house | ... | ... | 1,008 | 3 9 |
| II. | Dig Bazar road | ... | ... | 702 | 3 3 |
| III. | Beygum Bazar road | ... | ... | 386 | 13 3 |
| IV. | Panioty's Lane road | ... | ... | 478 | 1 6 |
| V. | Steamer ghaut road | ... | ... | 267 | 1 6 |
| VI. | Road leading from the south of the sudder ameen's court to the south of the judge's court | ... | ... | 264 | 2 6 |
| Amount paid for metalling the bund road with rubbish | | | ... | 169 | 8 0 |
| Ditto | for repair of the existing roads | ... | ... | 426 | 8 3 |
| Ditto | as vaccination charges | ... | ... | 360 | 0 0 |
| Amount laid out for petty miscellaneous works | | | ... | 62 | 12 6 |
| Ditto | for watering the streets | ... | ... | 1,734 | 1 3 |
| Establishment of the office of the municipal commissioners constituted under Act III of 1864 | | | ... | 4,150 | 14 6 |
| Contingencies of the office of the municipal commissioners, viz.— | | | | | |
| | | | | Rs. | As. P. |
| Printing charges | | | ... | 290 | 11 0 |
| Law charges | | | ... | 210 | 11 0 |
| Miscellaneous | | | ... | 184 | 14 6 |
| | | | | 686 | 4 6 |
| Establishment entertained for the repairs of roads | | | ... | 4,511 | 13 9 |
| Balance on the 31st of March 1871 | | | ... | 2,007 | 11 1 |
| Total | | | ... | 47,646 | 15 10 |

Dacca Municipality,
The 26th May 1871.

D. R. LYALL,
Commissioner.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 2nd September 1871.

| Number. | District. | Date of return from each district. | Rainfall at Sud-der Station, in inches. | Character of the weather in the district, as far as known. | State and Prospects of the Crops at date.* | REMARKS. |
|---------|---------------|------------------------------------|---|--|---|------------------|
| 1 | Bhaugulpore | ... Sept. 1st | ·6 | Favorable ... | Good, the heavy floods subsiding. | |
| 2 | Monghyr | ... „ 2nd | 2·4 | Fair ... | Bhadoi very much injured. Amun pretty fair now. | |
| 3 | Purneah | ... Aug. 26th | 8·8 | Rain and sun ... | Both Bhadoi and Aughany are much injured by the floods. | |
| 4 | Rajmehal | ... Sept. 2nd | 4·1 | Rains and storms | No change. | |
| 5 | Deoghur | ... „ 2nd | 1·2 | Favorable ... | Bhadoi 4 annas loss. | |
| 6 | Nya Doomka | ... „ 2nd | 3·8 | Dry ... | Very favorable all round. | |
| 7 | Godda | ... Aug. 26th | · | Cool and cloudy | Bhadoi gone; late rice excellent. | *No rain gauges. |
| 8 | Pakour | ... Sept. 2nd | ·6 | Seasonable ... | No change. | |
| 9 | Jamtara. | ... | | | | |
| 10 | Patna | ... „ 2nd | 1·6 | Rainy and cloudy | Bhadoi almost entirely lost by floods and continual rain; rice also considerably damaged. | |
| 11 | Gya | ... „ 2nd | ·4 | Seasonable ... | Bhadoi injured; rice good. | |
| 12 | Chumparun | ... Aug. 25th | 4·2 | Cool ... | Bhadoi excellent. Aughany sown. | |
| 13 | Sarun | ... „ 26th | 3· | Wet and unfavorable. | Bhadoi and Aughany hopelessly injured by the excessive rains and the floods of the Ganges. | |
| 14 | Shahabad | ... Sept. 2nd | 1·4 | Rather rainy ... | Bhadoi half destroyed; rice promises well. | |
| 15 | Tirhoot | ... „ 2nd | 2·7 | Rain and cloudy | Hopeful, but some damage has been done by floods. Ganges, Bhagiruthee, and Gunduck daily rising. | |
| 16 | Rajshahye. | ... | | | | |
| 17 | Bogra | ... Aug. 25th | 5·2 | Unpromising ... | Favorable. | |
| 18 | Dinapore | ... „ 26th | 5·9 | Thunder and lightning. | Favorable. | |
| 19 | Maldah | ... „ 26th | 2·9 | Rainy ... | Good, but partially injured by inundation. | |
| 20 | Moorsheadabad | ... Sept. 2nd | 1·4 | Rainy ... | Gloomy. Floods have done further damage. | |
| 21 | Pubna | ... Aug. 26th | 3·1 | Seasonable ... | Ous slightly injured; Amun good. | |
| 22 | Rungpore | ... „ 26th | 6·6 | Rainy ... | The rain has done good to the crops. | |
| 23 | Burdwan | ... Sept. 2nd | 5·1 | Rainy and fair. | Ous much damaged; Amun good. | |
| 24 | Bancoorah | ... „ 2nd | ·8 | Hot ... | Favorable. | |
| 25 | Beerbhoom | ... „ 2nd | 2·7 | Rain and sun ... | Good. | |
| 26 | Hooghly | ... „ 2nd | 2· | Fair ... | Favorable, with partial damage to the early crops. | |
| 27 | Howrah | ... „ 2nd | 2· | Favorable ... | Favorable. | |
| 28 | Midnapore | ... „ 1st | 1·8 | Favorable ... | Good where there have been no floods. | |
| 29 | Nuddea | ... „ 2nd | 2·6 | Generally fair ... | 3rd of the Ous and 3rds of the Amun will be lost owing to the floods, which are daily increasing. | |
| 30 | Jessore | ... „ 1st | 1·7 | Cloudy and hot... | Ous partly damaged, and Amun almost gone, being mostly under water. | |
| 31 | 24 Pergunnahs | ... „ 2nd | ·7 | Rainy and cloudy | Good generally. | |
| 32 | Dacca | ... | | | | |
| 33 | Backergunge | ... Aug. 26th | 5·5 | Rain and sun ... | Favorable. | |
| 34 | Furreedpore | ... | | | | |
| 35 | Mymensingh | ... „ 26th | 5·8 | Rainy ... | Excellent. | |
| 36 | Sylhet, | ... „ 26th | 12·4 | Very wet and cool. | Rains will benefit the crops. | |
| 37 | Cachar | ... „ 26th | 5·1 | Mild ... | Good. Ous partly damaged. | |

| Number. | District. | Date of return from each district. | Rainfall at Sud-der Station, in inches. | Character of the weather in the district, as far as known. | State and Prospects of the Crops at date. | REMARKS. |
|---------|--------------------------------|------------------------------------|---|--|--|----------------|
| 38 | Chittagong. ... | Aug. 25th | 7.4 | Very rainy ... | No injury to the crops. | |
| 39 | Noakhally or Bul-loonah ... | " 25th | 6.5 | Rainy .. | Good. | |
| 40 | Tipperah ... | " 26th | 9.6 | Rainy ... | Good. | |
| 41 | Hill Tracts of Chit-tagong ... | " 19th | 2.5 | Rain ... | Rice good; cotton thriving. | |
| 42 | Cuttack ... | " 26th | .3 | Fine ... | Good | |
| 43 | Balasore ... | Sept. 2nd | .3 | Good ... | Excellent. | |
| 44 | Pooree ... | Aug. 25th | .2 | Not good ... | Very fair. | |
| 45 | Hazareebaugh ... | Sept. 2nd | .9 | Favorable ... | Favorable. | |
| 46 | Lohardugga ... | | | | | |
| 47 | Maunbhoom ... | Sept. 2nd | 2.9 | Very favorable | Good | |
| 48 | Singbhoom ... | Aug. 26th | .7 | Seasonable ... | Very favorable. | |
| 49 | Durrung ... | " 26th | 8.2 | Rain and sun ... | Fair. | |
| 50 | Nowgong ... | " 26th | 20.5 | Rainy ... | Favorable, but in some places floods have done injury. | |
| 51 | Seesaugor. ... | " 26th | 13.6 | Very damp, worm, and unhealthy. | Good, but some damage by floods. | |
| 52 | Kamroop ... | " 26th | 7.1 | Rainy .. | Rains have done good. | |
| 53 | Luckimpore. ... | " 26th | 3.6 | Rainy and cloudy | Satisfactory. | |
| 54 | Khasi and Jynteah Hills. ... | " 26th | 5.7 | Rainy ... | Promising well. | |
| 55 | Naga Hills. ... | | | | | |
| 56 | Julpigoree ... | " 26th | 11. | Wet ... | Rains have done good. | |
| 57 | Gowalparah ... | " 26th | 5.1 | Rainy ... | Cultivation going on. | |
| 58 | Garohills ... | " 26th | 10.3 | Seasonable ... | Healthy. | |
| 59 | Darjeeling ... | " 26th | 10.8 | Rainy ... | No change. | |
| 60 | Cooch Behar ... | " 26th | * | Seasonable ... | Good. | No rain gauge. |

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 5th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office,

| Divisions. | Stations. | Rainfall from 14th to 20th August 1871. | Rainfall from 21st to 27th August 1871. | RAIN FROM 1ST JANUARY 1871. | | REMARKS. |
|----------------|-----------------------------------|---|---|-----------------------------|-----------------|--|
| | | | | Rain. | Up to date. | |
| CUTTACK. | Cuttack { Telegraph Office ... | Nil | 0.10 | 42.88 | 27th Aug. 1871. | |
| | Cuttack { Jail ... | 0.09 | 0.25 | 38.81 | ditto. | |
| | False Point ... | 0.20 | Not received | 44.10 | 20th Aug. 1871. | |
| | Jajipore ... | 1.25 | 1.44 | 70.10 | 27th Aug. 1871. | |
| | Kendraparah ... | 0.40 | Nil | 35.30 | ditto. | |
| | Jugutsingapore ... | 0.20 | 1.40 | 35.83 | ditto. | |
| | Sumbulpore ... | Not received | Not received | 32.97 | 13th Aug. 1871. | |
| | Balasore ... | 0.90 | 2.18 | 43.60 | 27th Aug. 1871. | |
| | Bhuddruck ... | 0.45 | 0.32 | 44.86 | ditto. | |
| | Pooree ... | 0.78 | 1.20 | 40.08 | ditto. | |
| CHOTA NAGPORE. | Khoordah ... | 0.71 | 4.29 | 43.57 | ditto. | |
| | Hazareebaugh ... | 4.43 | 0.41 | 40.27 | ditto. | |
| | Burhee ... | 5.67 | 1.50 | 38.37 | ditto. | |
| | Pachamba ... | 3.77 | 2.85 | 46.06 | ditto. | |
| | Ranchee ... | 2.04 | 3.27 | 47.63 | ditto. | |
| | Palamow ... | 3.57 | 2.52 | 39.24 | ditto. | |
| | Purulia ... | 5.18 | 4.18 | 53.09 | ditto. | |
| | Gobindpore ... | 5.09 | 4.76 | 40.89 | ditto. | From 12th June. |
| | Chyebassa ... | 0.89 | 0.69 | 43.74 | ditto. | |
| PATNA. | Patna ... | 3.01 | 2.72 | 39.14 | ditto. | |
| | Behar ... | 3.78 | 1.94 | 44.59 | ditto. | |
| | Barh ... | 1.21 | 1.13 | 25.64 | ditto. | |
| | Dinapore ... | 3.48 | 6.33 | 40.40 | ditto. | |
| | Gya ... | 5.76 | 1.38 | 41.79 | ditto. | |
| | Sherghotty ... | 5.64 | 3.62 | 37.61 | ditto. | |
| | Nowadah ... | 5.40 | 0.67 | 39.99 | ditto. | |
| | Arungabad ... | 5.70 | 1.26 | 33.02 | ditto. | |
| | Chumparan ... | 3.71 | Not received | 29.29 | 20th Aug. 1871. | |
| | Bettiah ... | 0.75 | ditto | 28.61 | ditto. | From 5th June. |
| | Chuprah ... | 4.75 | 2.90 | 49.58 | 27th Aug. 1871. | |
| | Sewan ... | 5.08 | 6.66 | 45.99 | ditto. | |
| | Moufferpore ... | 2.30 | 1.80 | 40.19 | ditto. | |
| | Durbhangah ... | 1.91 | 9.18 | 53.67 | ditto. | |
| | Seetamarree ... | 2.08 | 7.93 | 41.47 | ditto. | |
| | Tajpore ... | 1.70 | 2.00 | 41.79 | ditto. | Not recorded 6th to 18th March. |
| | Mudhubani ... | 1.73 | 11.69 | 40.64 | ditto. | From 1st April. |
| | Hajipore ... | 2.21 | 3.43 | 25.15 | ditto. | From 22nd May. |
| | Arrah ... | 6.96 | 5.70 | 48.53 | ditto. | |
| | Buxar ... | 6.80 | 4.58 | 53.83 | ditto. | |
| | Sasseram ... | 5.16 | 2.60 | 35.91 | ditto. | |
| | Bhubhoobah ... | 6.71 | 2.31 | 45.95 | ditto. | |
| BHAUGULPORE. | Benares ... | 4.05 | 2.50 | 39.63 | ditto. | |
| | Bhaugulpore ... | 2.45 | 0.92 | 29.33 | ditto. | |
| | Mudheypoorah ... | 1.22 | 6.20 | 42.23 | ditto. | |
| | Banka ... | 0.44 | 3.17 | 34.26 | ditto. | |
| | Scoopool ... | 1.89 | 12.25 | 14.14 | ditto. | From 14th August. |
| | Monghyr ... | 3.36 | 5.49 | 43.93 | ditto. | |
| | Jamooie ... | 3.50 | 2.30 | 39.03 | ditto. | |
| | Begooosari ... | 3.04 | 1.54 | 33.77 | ditto. | |
| | Deoghur ... | 5.97 | 1.74 | 48.11 | ditto. | |
| | Jamtara ... | 7.45 | 4.10 | 55.33 | ditto. | From 13th Feb. |
| | Rajmehal ... | 3.00 | 6.20 | 48.00 | ditto. | From 12th Feb., and not received 20th and 21st May. |
| | Pakour ... | 1.40 | 5.30 | 32.04 | ditto. | From 21st May. |
| | Purneah ... | 4.22 | 9.71 | 56.45 | ditto. | |
| | Kishengunge ... | 4.06 | Not received | 38.32 | 20th Aug. 1871. | From 13th June. |
| | Arraria ... | 4.68 | 5.24 | 40.44 | 27th Aug. 1871. | From 26th June. |
| RAJSHAHEE. | Rampore Beaulah... .. | 6.17 | 5.70 | 60.60 | ditto. | |
| | Nattore ... | 1.87 | 3.99 | 58.87 | ditto. | |
| | Bograh ... | 5.59 | 6.50 | 70.72 | ditto. | |
| | Dinapore ... | 4.44 | 4.99 | 56.10 | ditto. | |
| | Maldah ... | 0.95 | 2.71 | 38.31 | ditto. | |
| | Berhampore ... | 3.64 | 2.44 | 50.15 | ditto. | |
| | Jungipore ... | 2.97 | 3.53 | 45.14 | ditto. | |
| | Lalbagh ... | 4.27 | 2.74 | 43.71 | ditto. | From 16th Jan. |
| | Jamookandi ... | 6.13 | 4.09 | 44.88 | ditto. | From 17th April. |
| | Pubna ... | 3.03 | 2.28 | 57.73 | ditto. | |
| | Serajunge ... | 4.80 | 2.08 | 60.08 | ditto. | |
| | Rungpore ... | 2.40 | 6.10 | 70.70 | ditto. | |
| | Bhowanigunge ... | 2.33 | 3.24 | 51.20 | ditto. | From 22nd January. |
| | Titaiya ... | 3.16 | 7.06 | 57.60 | ditto. | |
| BURDWAN. | Burdwan ... | 8.32 | 3.91 | 50.58 | ditto. | |
| | Cutwa ... | 5.02 | 3.44 | 47.65 | ditto. | |
| | Culna ... | 6.02 | 2.03 | 53.97 | ditto. | |
| | Bood-Bood ... | 9.27 | 3.93 | 55.13 | ditto. | |
| | Bancoorah ... | 5.27 | 2.17 | 50.09 | ditto. | |
| | Raneegunge ... | 4.58 | 4.23 | 45.28 | ditto. | |
| | Sooree ... | 8.23 | 3.74 | 46.09 | ditto. | |
| | Hooghly ... | 10.32 | 1.90 | 64.49 | ditto. | |
| | Serampore ... | 3.45 | 3.75 | 42.93 | ditto. | From 20th Mar. |
| | Jehanabad ... | Not received | Not received | 30.37 | 23rd July 1871. | From 21st April, and not received 10th to 16th July. |
| | Howrah ... | 3.01 | 2.02 | 75.07 | 27th Aug. 1871. | |
| | Midnapore ... | 4.03 | 3.20 | 55.79 | ditto. | |
| CONTAIL. | Contail { Dy. Collr.'s Office ... | 1.88 | 0.31 | 56.64 | ditto. | |
| | Contail { Engr's Office ... | 2.43 | 0.52 | 66.12 | ditto. | |
| | Gurbetta ... | 3.28 | 2.04 | 49.09 | ditto. | From 6th February. |
| | Tumlool ... | 4.37 | 1.07 | 63.19 | ditto. | |

| DIVISIONS. | Stations. | Rainfall from 14th to 20th August 1871. | Rainfall from 21st to 27th August 1871. | RAIN FROM 1st JANUARY 1871. | | REMARKS. |
|--------------|-----------------------------------|---|---|-----------------------------|-----------------|--|
| | | | | Rain. | Up to date. | |
| PRESIDENCY. | Kishnaghur ... | 5.29 | 3.00 | 48.40 | 27th Aug. 1871. | |
| | Bongong ... | 7.86 | Not received | 57.98 | 20th Aug. 1871. | |
| | Ranaghat ... | 3.90 | 2.19 | 48.05 | 27th Aug. 1871. | |
| | Meherpore ... | 2.43 | Not received | 41.71 | 20th Aug. 1871. | |
| | Chooadagah ... | 5.55 | ditto | 61.35 | ditto. | |
| | Kooshteah ... | 3.56 | 3.07 | 63.12 | 27th Aug. 1871. | |
| | Jessore ... | 8.06 | 4.31 | 70.23 | ditto. | |
| | Khoolnah ... | 10.76 | 2.01 | 62.85 | ditto | From 16th February. |
| | Jenidah ... | 4.60 | 7.44 | 73.75 | ditto | From 6th March. |
| | Nurail ... | 4.84 | 1.08 | 51.03 | ditto | From 3rd April. |
| | Magoorah ... | 3.16 | 2.27 | 35.22 | ditto | ditto. |
| | Bagirhaut ... | 7.27 | 3.27 | 64.39 | ditto | ditto. |
| | Saugor Island ... | 4.70 | 0.50 | 73.40 | ditto. | |
| | Calcutta ... | 2.56 | 2.87 | 75.25 | ditto. | |
| | Alipore { Jail ... | 2.43 | 2.92 | 70.46 | ditto. | |
| | { Hospital ... | 2.77 | 2.56 | 78.21 | ditto. | |
| | Barrackpore ... | Not received | Not received | 65.24 | 6th Aug. 1871 | |
| | Dum-Dum ... | 1.92 | ditto | 52.09 | 20th Aug. 1871. | |
| | Baraset ... | 2.85 | ditto | 54.74 | ditto. | |
| | Satkerah ... | 5.54 | ditto | 59.88 | ditto. | |
| | Busseerhaut ... | 4.78 | ditto | 58.95 | ditto. | |
| | Diamond Harbour ... | 4.28 | ditto | 67.60 | ditto. | |
| | Barripore ... | 2.73 | ditto | 66.44 | ditto. | |
| DACCA. | Dacca { Telegraph Office ... | 4.77 | 1.58 | 73.48 | 27th Aug. 1871. | |
| | { Jail ... | 3.50 | 1.60 | 68.70 | ditto. | |
| | Burrisaul ... | 6.07 | 3.06 | 72.93 | ditto. | |
| | Dowlat Khan ... | 9.94 | 7.41 | 84.05 | ditto. | |
| | Perozepore ... | 13.88 | 3.92 | 74.43 | ditto. | |
| | Madaripore ... | 7.68 | 3.32 | 65.04 | ditto. | |
| | Furzedpore ... | 6.70 | 6.08 | 76.54 | ditto. | |
| | Goalundo ... | 3.41 | 4.65 | 41.79 | ditto | From 5th June. |
| | Mymensing ... | 4.94 | Not received | 77.70 | 20th Aug. 1871. | |
| | Jamalpore ... | 5.97 | 7.12 | 62.15 | 27th Aug. 1871 | Not received 12th to 18th June. |
| | Atteah ... | 1.33 | 3.77 | 80.77 | ditto. | |
| | Kishoregunge ... | 1.65 | Not received | 77.37 | 20th Aug. 1871. | |
| | Sylhet ... | 7.28 | 10.78 | 107.05 | 27th Aug. 1871. | |
| CHITTAGONG. | Cachar ... | 2.26 | Not received | 64.20 | 20th Aug. 1871. | |
| | Hylakandy ... | 4.24 | ditto | 64.84 | ditto | Not received 10th to 23rd July. |
| | Koyah ... | 0.98 | ditto | 74.72 | ditto | Not received 17th to 23rd July and 31st July to 6th Aug. |
| | Chittagong { Telegraph Office ... | 7.70 | 7.30 | 84.68 | 27th Aug. 1871. | |
| | { Jail ... | 6.52 | 7.02 | 88.27 | ditto. | |
| | Cox's Bazar ... | 10.20 | Not received | 136.45 | 20th Aug. 1871. | |
| | Rangamata Hill ... | 2.48 | ditto | 71.86 | ditto. | |
| | Noakhally ... | 7.75 | 4.84 | 94.50 | 27th Aug. 1871. | |
| | Tipperah ... | 4.15 | 8.70 | 83.17 | ditto. | |
| | Brahmanbariah ... | 2.99 | Not received | 78.09 | 20th Aug. 1871. | |
| COOCH BEHAR. | Akyab ... | 11.60 | 8.80 | 163.30 | 27th April 1871 | |
| | Buxa ... | 8.88 | 10.33 | 139.30 | ditto. | |
| | Gowalparah ... | 1.67 | Not received | 71.59 | 27th Aug. 1871. | |
| | Dhooobree ... | 1.25 | 7.80 | 52.66 | 27th Aug. 1871 | Not recorded 27th Feb. to 5th March. |
| | Tura (Garo Hills) ... | 4.66 | 8.01 | 82.75 | ditto. | |
| | Darjeeling { Telegraph Office ... | Not received | Not received | 70.69 | 31st July 1871. | |
| | { Hospital ... | 6.96 | 9.34 | 88.43 | 27th Aug. 1871. | |
| ASSAM. | Rungbee ... | Not received | Not received | 117.04 | 31st July 1871. | |
| | Falacottah ... | ditto | ditto | 43.97 | 6th Aug. 1871. | |
| | Julpigooree ... | 3.58 | 11.27 | 75.45 | 27th Aug. 1871. | |
| | Boda ... | 5.94 | 6.85 | 54.62 | ditto | Not received 31st July to 6th Aug. |
| | Tezporo ... | 2.94 | Not received | 61.25 | 20th Aug. 1871. | |
| | Nowgong ... | 10.54 | 21.30 | 95.17 | 27th Aug. 1871. | |
| | Mungledye ... | 1.57 | Not received | 51.74 | 20th Aug. 1871 | From 30th January. |
| ASSAM. | Burpettah ... | 2.98 | ditto | 59.93 | ditto. | |
| | Gowhatty ... | 4.09 | ditto | 44.47 | ditto. | |
| | Sebsaugor ... | 8.76 | ditto | 85.56 | ditto. | |
| | Jorehaut ... | 5.53 | ditto | 68.74 | ditto | From 27th February. |
| | Golaghat ... | 3.94 | ditto | 80.39 | ditto. | |
| | Nazeerah ... | 5.42 | ditto | 79.93 | ditto. | |
| | Debrooghur ... | 2.91 | ditto | 78.55 | ditto. | |
| | Suddya ... | 3.69 | ditto | 66.52 | ditto | Not received 31st July to 6th Aug. |
| | Shillong ... | 1.15 | ditto | 48.52 | 20th Aug. 1871. | |
| | Cherrapunjee ... | 23.06 | ditto | 230.16 | ditto | From 18th February. |
| | Jowai ... | 2.78 | ditto | 82.99 | ditto. | |
| | Samoogoodting ... | Not received | ditto | 34.08 | 13th Aug. 1871. | |

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of Bengal.

CALCUTTA,
The 2nd September 1871.

Meteorological Telegraphic Report for the period 27th Aug. to 2nd Sept. 1871.

| STATIONS | Date. | Hour. | Barometer reduced to 32°. | Barometer reduced to sea-level. | THERMOMETER. | | Humidity Sat. =100. | WIND. | | Rain. | Clouds. | Weather initials. |
|---------------|-------|-------|---------------------------|---------------------------------|--------------|------|---------------------|------------|-----------|-------|------------|-------------------|
| | | | | | Dry. | Wet. | | Direction. | Velocity. | | | |
| CALCUTTA. | Augt. | | | | | | | | | | | |
| | 27th | 10 | 29.747 | 29.765 | 84.4 | 80.3 | 83 | S | ... | ... | K, C | |
| | | 16 | 29.634 | 29.652 | 86.0 | 81.0 | 79 | S | ... | ... | C, CS | |
| | 28th | 10 | 29.734 | 29.752 | 85.5 | 81.0 | 81 | SSE | ... | 0.19 | K | |
| | | 16 | 29.639 | 29.657 | 82.5 | 80.2 | 89 | SE | ... | 0.30 | S, K | |
| | 29th | 10 | 29.759 | 29.777 | 86.7 | 81.2 | 76 | SSE | ... | ... | S, K | scuds from sea |
| | | 16 | 29.672 | 29.690 | 88.0 | 82.4 | 78 | SSE | ... | 0.25 | K | |
| | 30th | 10 | 29.819 | 29.837 | 86.7 | 81.7 | 79 | SSE | ... | ... | K | |
| | | 16 | 29.710 | 29.728 | 91.0 | 82.0 | 66 | S by W | ... | ... | K, C | |
| | 31st | 10 | 29.859 | 29.877 | 87.8 | 81.8 | 76 | SSE | ... | 0.07 | K | |
| | Sept. | 16 | 29.745 | 29.763 | 86.0 | 81.6 | 83 | SSW | ... | 0.06 | K | |
| | 1st | 10 | 29.800 | 29.818 | 86.2 | 81.5 | 81 | S by W | ... | 0.16 | K, N | |
| SAGOR ISLAND. | | 16 | 29.674 | 29.692 | 85.0 | 80.6 | 83 | SSW | ... | ... | S | |
| | 2nd | 10 | 29.763 | 29.781 | 83.5 | 79.8 | 85 | SSW | ... | ... | S, C | |
| | | 16 | 29.628 | 29.646 | 88.5 | 82.3 | 76 | SSW | ... | ... | S, K | |
| | Augt. | | | | | | | | | | | |
| | 27th | 10 | 29.765 | 29.771 | 83 | 80 | 87 | SSW | 29.0* | 0.10 | N | P, o, u |
| | | 16 | 29.639 | 29.645 | 87 | 82 | 79 | SE | 6.3* | 0.10 | N | b, v |
| | 28th | 10 | 29.739 | 29.745 | 86 | 82 | 83 | SE | 9.0* | ... | N | b, u |
| | | 16 | 29.655 | 29.661 | 87 | 82 | 79 | SE | 7.7* | 0.10 | N | b, u |
| | 29th | 10 | 29.755 | 29.761 | 86 | 83 | 87 | SE | 4.7* | 0.10 | N | b, p, v |
| | | 16 | 29.663 | 29.669 | 86 | 82 | 83 | ESE | 9.6* | 0.10 | N | b, v |
| | 30th | 10 | 29.820 | 29.826 | 88 | 83 | 80 | ESE | 6.4* | ... | N | b |
| | | 16 | 29.709 | 29.715 | 89 | 83 | 76 | ESE | 8.6* | ... | N | b |
| CHITTAGONG. | 31st | 10 | 29.856 | 29.862 | 89 | 83 | 76 | E | 7.7* | ... | N | b |
| | Sept. | 16 | 29.745 | 29.751 | 88 | 82 | 76 | ESE | 12.6* | ... | N | b |
| | 1st | 10 | 29.826 | 29.832 | 87 | 83 | 83 | SSW | 6.1* | 0.10 | N | b, p, v |
| | | 16 | 29.691 | 29.697 | 87 | 82 | 79 | SSE | 12.7* | ... | N | b |
| | 2nd | 10 | 29.777 | 29.783 | 88 | 82 | 76 | S | 14.7* | 0.10 | N | b, v |
| | | 16 | 29.661 | 29.667 | 83 | 82 | 76 | S | 15.9* | ... | N | b |
| | Augt. | | | | | | | | | | | |
| | 27th | 10 | 29.736 | 29.846 | 84 | 78 | 75 | S | 5.6* | 0.40 | CK, K | b, v |
| | | 16 | 29.612 | 29.722 | 85 | 78 | 71 | SW | 11.3* | ... | K, KS | b |
| | 28th | 10 | 29.723 | 29.832 | 86 | 81 | 79 | ESE | 4.9* | ... | K, C | b |
| | | 16 | 29.641 | 29.751 | 83 | 80 | 87 | SW | 8.2* | ... | CS, K | u, t |
| MADRAS. | 29th | 10 | 29.721 | 29.830 | 86 | 80 | 75 | ENE | 3.3* | ... | CK | b |
| | | 16 | 29.618 | 29.727 | 86 | 79 | 72 | W | 8.0* | ... | CK, C | b |
| | 30th | 10 | 29.765 | 29.875 | 83 | 77 | 75 | NE | 3.5* | 0.10 | CK, KS | b, v |
| | | 16 | 29.675 | 29.783 | 90 | 80 | 63 | ENE | 2.0* | ... | CK, C | b |
| | 31st | 10 | 29.819 | 29.928 | 88 | 80 | 69 | E | 5.6* | ... | K | b |
| | Sept. | 16 | 29.731 | 29.831 | 84 | 80 | 83 | SW | 7.3* | ... | C, K | b |
| | 1st | 10 | 29.800 | 29.909 | 86 | 80 | 75 | S | 3.4* | ... | K | b |
| | | 16 | 29.661 | 29.770 | 86 | 80 | 75 | SW | 6.8* | ... | K, CK | b |
| | Augt. | | | | | | | | | | | |
| | 26th | 10 | 29.909 | 29.939 | 90 | 74 | 44 | WSW | 7* | ... | ... | bc |
| | | 16 | 29.797 | 29.827 | 87 | 78 | 65 | E | 10* | ... | ... | bc |
| | 27th | 10 | 29.859 | 29.880 | 88 | 75 | 52 | WSW | 10* | ... | ... | bc |
| CUTTACK. | | 16 | 29.729 | 29.750 | 93 | 75 | 40 | SW | 9* | ... | ... | bc |
| | 28th | 10 | 29.789 | 29.819 | 88 | 73 | 46 | SW by W | 10* | ... | ... | bc |
| | | 16 | 29.638 | 29.688 | 90 | 75 | 47 | E | 5* | ... | ... | o |
| | 29th | 10 | 29.717 | 29.747 | 76 | 73 | 86 | SW | 8* | 0.44 | ... | o |
| | | 16 | 29.618 | 29.648 | 81 | 75 | 74 | SW | 6* | 0.03 | ... | o |
| | 30th | 10 | 29.685 | 29.715 | 81 | 74 | 70 | SSW | 8* | 0.04 | ... | bc |
| | | 16 | 29.634 | 29.664 | 86 | 76 | 61 | S by E | 4* | ... | ... | bc |
| | 31st | 10 | 29.810 | 29.840 | 86 | 73 | 51 | SW | 10* | ... | ... | bc |
| | Sept. | 16 | 29.708 | 29.738 | 86 | 75 | 57 | SW by W | 3* | ... | ... | o |
| | 1st | 10 | 29.834 | 29.864 | 83 | 70 | 71 | SE | 4* | ... | ... | m |
| | | 16 | 29.684 | 29.714 | 85 | 77 | 68 | E by S | 8* | ... | ... | o |
| | 2nd | 10 | 29.842 | 29.872 | 78 | 74 | 81 | W by N | 4* | ... | ... | bc |
| AKYAB. | | 16 | 29.701 | 29.731 | 81 | 75 | 74 | NE | 4* | ... | ... | |
| | Augt. | | | | | | | | | | | |
| | 26th | 10 | 29.744 | 29.825 | 90 | 81 | 63 | WNW | 0.3* | ... | KS, C | |
| | | 16 | 29.621 | 29.703 | 87 | 78 | 65 | SW | 0.4* | ... | K, KS, C | |
| | 27th | 10 | 29.702 | 29.784 | 83 | 80 | 87 | SSW | 0.2* | ... | N, C | |
| | | 16 | 29.575 | 29.657 | 87 | 81 | 76 | ENE | 0.1* | ... | N, C | |
| | 28th | 10 | 29.652 | 29.734 | 85 | 79 | 75 | NNW | 0.1* | 0.10 | KS, N | fair |
| | | 16 | 29.565 | 29.647 | 88 | 81 | 72 | E | 0.4* | ... | N, KS | fair |
| | 29th | 10 | 29.676 | 29.758 | 86 | 79 | 72 | E | 0.2* | ... | KS, N | cloudy |
| | | 16 | 29.575 | 29.656 | 90 | 81 | 66 | ESE | 0.4* | ... | KS, N | |
| | 30th | 10 | 29.726 | 29.808 | 88 | 80 | 69 | ESE | 0.1* | 0.20 | KS | fair |
| | | 16 | 29.644 | 29.726 | 88 | 80 | 69 | SE | 0.4* | ... | K | fair |
| AKYAB. | 31st | 10 | 29.776 | 29.858 | 86 | 80 | 75 | SSE | 0.2* | ... | KS | fair |
| | Sept. | 16 | 29.656 | 29.738 | 84 | 80 | 83 | S | 0.4* | ... | N | u |
| | 1st | 10 | 29.726 | 29.808 | 86 | 80 | 75 | SE | ... | 0.80 | N, CK | |
| | | 16 | 29.624 | 29.706 | 87 | 79 | 68 | SSW | 0.3* | ... | KS | d |
| | 2nd | 10 | 29.729 | 29.811 | 86 | 79 | 72 | SSW | 0.3* | 0.50 | KS | cloudy |
| | | 16 | 29.605 | 29.687 | 87 | 80 | 72 | SSW | 0.7* | ... | KS, N | o |
| | Augt. | | | | | | | | | | | |
| | 27th | 10 | 29.844 | 29.859 | 79 | 77 | 90 | ESE | 1 | 0.40 | CK | b |
| | | 16 | 29.683 | 29.698 | 84 | 78 | 75 | S | 1 | ... | CK | b |
| | 28th | 10 | 29.802 | 29.817 | 84 | 79 | 79 | S | 1 | ... | K, C | b |
| | | 16 | 29.690 | 29.705 | 85 | 79 | 75 | S | 1 | ... | CS, K | b |
| | 29th | 10 | 29.795 | 29.810 | 83 | 79 | 83 | E | 1 | ... | KS, CS, CK | b |
| AKYAB. | | 16 | 29.675 | 29.690 | 87 | 81 | 76 | SW | 1 | ... | CS, K | b |
| | 30th | 10 | 29.849 | 29.864 | 81 | 77 | 82 | SSW | 1 | ... | C, K | b |
| | | 16 | 29.750 | 29.765 | 85 | 79 | 75 | S | 1 | ... | CS, K | b |
| | 31st | 10 | 29.901 | 29.916 | 84 | 79 | 79 | SE | 1 | ... | C, CS, K | b |
| | Sept. | 16 | 29.779 | 29.794 | 85 | 79 | 75 | S | 2 | ... | CS, K | b |
| | 1st | 10 | 29.864 | 29.879 | 83 | 79 | 83 | SE | 1 | ... | CK | b |
| | | 16 | 29.730 | 29.745 | 85 | 79 | 75 | SSW | 1 | ... | CS, K | b |

* Velocity of wind in miles per hour.

CALCUTTA,
The 2nd September 1871.HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Abstract of Observations as received in the Meteorological Reporter's Office, Calcutta,

DURING THE HALF MONTH 16th TO 31st JULY 1871.

N.B.—The Barometric data are reduced for temperatures, and not for height above sea-level.

| STATIONS. | BAROMETER. | | | | THERMOMETER. | | | | | | | | | | HUMIDITY. | | | | RAINFALL. | | | | |
|---------------|-------------------------|----------|-----------|-----------|--------------|--------------|-------------------|--------------|---------|-------|------|------|--------------|--------|-----------------|-------------|--------|----------|-----------|-----------|-----------|------------|--------------|
| | Height above sea-level. | MEAN OF | | | | Mean of max. | Mean daily range. | Mean of min. | MEAN OF | | | | HIGHEST MAX. | | Absolute range. | LOWEST MIN. | | MEAN OF | | | | In inches. | No. of days. |
| | | 4 hours. | 10 hours. | 16 hours. | 22 hours. | | | | Range. | Mean. | Max. | Min. | Day. | Night. | | Day. | Night. | 4 hours. | 10 hours. | 16 hours. | 22 hours. | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| Port Blair | 110 | 29.727 | 29.724 | 29.671 | 29.639 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Madras | 47 | 29.580 | 29.557 | 29.622 | 29.530 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Vizagapatam | 31 | 29.580 | 29.557 | 29.622 | 29.530 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Akyab | 15 | 29.654 | 29.632 | 29.687 | 29.609 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| False Point | 187 | 29.577 | 29.557 | 29.603 | 29.539 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Uttack | 80 | 29.497 | 29.486 | 29.536 | 29.438 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Singur Island | 6 | 29.537 | 29.522 | 29.567 | 29.489 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Chittagong | 103 | 29.542 | 29.518 | 29.579 | 29.497 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Calcutta | 18.11 | 29.526 | 29.510 | 29.561 | 29.474 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Jessore | 27 | 29.525 | 29.507 | 29.560 | 29.471 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dacca | 35 | 29.550 | 29.533 | 29.586 | 29.492 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cachar | 88.91 | 29.533 | 29.531 | 29.587 | 29.461 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hazarebaugh | 2,014 | 27.536 | 27.518 | 27.565 | 27.461 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Berhampore | 80 | 29.458 | 29.437 | 29.510 | 29.401 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Gya | 4002 | 29.178 | 29.160 | 29.219 | 29.118 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Patna | 179 | 29.354 | 29.337 | 29.394 | 29.303 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Monghyr | 160.4 | 29.348 | 29.334 | 29.383 | 29.291 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Darjeeling | 6,945 | 29.238 | 29.212 | 29.260 | 29.228 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Goalpara | 388 | 29.176 | 29.172 | 29.220 | 29.114 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Shillong | 4,792 | 25.072 | 25.062 | 25.104 | 25.024 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Banars | 262.74 | 29.267 | 29.270 | 29.302 | 29.219 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Roorkie | 879.7 | 28.048 | 28.022 | 28.082 | 28.032 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

CALCUTTA—JULY 1871.

Mean Barometric pressure of 16 years ... 29.536
 Ditto ditto of 1871 ... 29.551
 Excess in 1871015

Mean temperature of 16 years ... 83.5
 Ditto ditto of 1871 ... 82.6
 Defect in 1871015

Mean rainfall of 16 years ... 85
 Ditto ditto of 1871 ... 88
 Excess in 1871 ... 3

CALCUTTA,

The 2nd September 1871.

HENRY F. BLANFORD,
 Meteorological Reporter to the Govt. of Bengal.

Mean pressures and Temperatures of the preceding Table reduced to Sea-Level, with Mean Wind Directions.

| STATIONS. | Mean barometric pressure reduced to sea-level. | Mean temperature reduced to sea-level. | WIND. | |
|---------------|--|--|-----------------------------------|-----------------|
| | | | Proportional prevalence Max.=100. | Mean direction. |
| Port Blair | ... | ... | ... | ... |
| Madras | 29.754 | 85.1 | 95 | S 29° W |
| Vizagapatam | 29.611 | 84.4 | 74 | S 70° W |
| Akyab | 29.609 | 80.0 | 83 | S 7° E |
| False Point | 29.596 | 83.5 | 71 | S 88° W |
| Cuttack | 29.579 | 81.8 | 55 | S 35° W |
| Saugor Island | 29.543 | 83.5 | 51 | S 63° W |
| Chittagong | 29.654 | 80.4 | 69 | S 60° E |
| Calcutta | 29.544 | 82.4 | 70 | S 5° E |
| Jessore | 29.652 | 82.3 | 43 | S 28° E |
| Dacca | 29.586 | 81.7 | 84 | S 32° E |
| Cachar | 29.625 | 80.4 | 11 | N 47° E |
| Hazareebaugh | 29.510 | 81.8 | 22 | S 47° E |
| Berhampore | 29.540 | 83.6 | 37 | N 89° E |
| Gya | ... | 83.1 | 19 | N 80° E |
| Patna | 29.538 | 82.4 | 34 | S 67° E |
| Monghyr | 29.511 | 83.4 | 54 | S 77° E |
| Darjeeling | 29.583 | 82.0 | 63 | S 60° E |
| Gowalparah | 29.567 | 81.0 | 32 | S 48° E |
| Shillong | 29.591 | 82.2 | 18 | S 41° W |
| Benares | 29.533 | 84.1 | 14 | N 76° E |
| Roorkee | 29.524 | 84.0 | 40 | S 32° E |

NOTE.

Barometric Pressure.—The pressures in column 2 of the above table for all stations below 500 feet are reduced from those given in column 3 of the table on the previous page by adding the weight of a column of air of the corresponding temperatures given in column 17. For stations of above 500 feet elevation, the reduction is made by Dippe's table as given in Guyot's "Meteorological and Physical Tables."

Temperature.—The temperatures in column 3 are reduced from those in column 17 on the preceding page by adding 1° Fahr. for every 350 feet.

Wind Direction.—The mean wind direction and its comparative prevalence are calculated from the whole number of wind observations recorded during the half month. The latter is given as a percentage of the whole number of observations. The mean direction is calculated in the usual way by Lambert's formula.

The above being all comparable, afford the data for constructing a meteorological chart for the half month, which shall show the isobaric and isothermal lines and the resultant wind directions, which last may be represented by arrows of varying length proportioned to the prevalence of the wind. To these may be added the rain-fall from the previous tables.

CALCUTTA,
The 2nd September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 22nd to 31st August 1871.

| Month. | Date. | Mean reduced barometer. | THERMOMETER. | | | Mean dry bulb. | Mean wet bulb. | Computed mean dew-point. | Mean degree of humidity. | WIND. | | | Rain. | Moon's phases. | GENERAL REMARKS. |
|---------|-------|-------------------------|------------------|-----------------|-----------------------|----------------|----------------|--------------------------|--------------------------|------------------------|----------------|-----------------|-------|----------------|--|
| | | | Highest reading. | Lowest reading. | Max. solar radiation. | | | | | Prevailing direction. | Max. pressure. | Daily velocity. | | | |
| August. | 22nd | 29.641 | 86.0 | 78.7 | 126.5 | 81.4 | 79.0 | 77.3 | 0.88 | W S W & S S W | ... | 184.7 | 0.16 | ... | Overcast and cumuli. Lightning on W at 8 and 9 p.m. Slight rain at 2, 3, 6½, 9½, 12½ A.M., and 11 p.m. |
| | 23rd | 637 | 86.8 | 78.5 | 150.5 | 81.8 | 79.0 | 77.0 | .86 | W & S W | ... | 98.5 | 0.02 |) | Overcast and Straton. Light rain at midnight, 1 and 7 A.M. |
| | 24th | 672 | 87.3 | 80.0 | 150.0 | 83.4 | 80.0 | 77.6 | .83 | S W, W by S & W | ... | 84.4 | ... | ... | Overcast, straton, and cirri. Drizzled at 5 and 8½ A.M. |
| | 25th | 700 | 88.6 | 79.5 | 149.6 | 84.0 | 80.3 | 77.7 | .82 | S W & S S W | ... | 73.4 | ... | ... | Chiefly straton. Lightning at 11½ p.m. Drizzled at 6 and 8 A.M. |
| | 26th | 721 | 88.0 | 81.2 | 135.0 | 83.9 | 81.3 | 79.5 | .87 | S W | ... | 53.9 | ... | ... | Straton and cirri. Lightning at midnight. Drizzled at 10 A.M. |
| | 27th | 700 | 87.0 | 79.5 | 144.0 | 82.9 | 80.4 | 78.6 | .87 | S W, S & S S W | ... | 73.6 | 0.19 | ... | Straton and cirri. Slight rain from 5½ to 7 p.m. |
| | 28th | 693 | 87.2 | 79.8 | 137.8 | 82.5 | 80.2 | 78.6 | .89 | S S W & S by E | ... | 102.5 | 0.30 | ... | Straton, cumuli, and cirri. Thunder at 3 p.m. Slight rain at 4½, 12 A.M., 2 and 3 p.m. |
| | 29th | 717 | 88.5 | 79.6 | 144.5 | 83.6 | 80.3 | 78.0 | .84 | S by E, S S E & S | ... | 85.0 | 0.25 | ... | Clear and cumuli. Rain at 11½ A.M., 1 and 4½ p.m. |
| | 30th | 707 | 91.0 | 80.0 | 153.2 | 84.9 | 81.0 | 78.3 | .81 | S & S S E | ... | 50.9 | 0.07 | ● | Cirri and cumuli. Thunder from 9 to 11 p.m. Lightning from 6½ to 10 p.m. Slight rain at 8½ p.m. |
| | 31st | 800 | 89.0 | 80.8 | 137.0 | 83.6 | 80.4 | 78.2 | .84 | S by E, S S E & S by W | 0.4 | 80.6 | 0.22 | ... | Cirri and cumuli. Thunder at 1 and 3 p.m. Slight rain at 12½ A.M., 1½, 3, 6 and 7 p.m. |

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

| | | |
|---|-----------------------|---------|
| The extreme variation of temperature during the past ten days | ... | 12.5 |
| The max. temperature during the past ten days | ... | 91.0 |
| The max. temperature during the corresponding period of the past year | ... | 87.7 |
| The mean humidity during the past ten days | ... | 0.85 |
| The mean humidity during the corresponding period of the past year | ... | 0.89 |
| | | Inches. |
| The total fall of rain from 22nd to 31st | { by lower rain gauge | 1.21 |
| | { by anemometer gauge | 1.09 |
| Ditto ditto average of seventeen previous years | ... | 3.79 |
| Ditto between the 1st January and the 31st August | ... | 76.35 |
| Ditto ditto ditto ditto, average of seventeen previous years... | ... | 51.29 |

GOPEENAUTH SEN,
In charge of the Observatory.

The 2nd September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 1,279½ miles open.

| | COACHING TRAFFIC. | | | MERCHANDISE AND MINERAL TRAFFIC. | | | Total traffic receipts. |
|---|-----------------------|--------------------|--------------|----------------------------------|----------------|--------------|-------------------------|
| | Number of passengers. | Coaching receipts. | | Weight carried. | Receipts. | | |
| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
| Total traffic for the week ... | 82,060 | 92,967 2 5 | 8,521 19 9 | 330,172 10 | 1,61,052 6 3 | 14,703 2 9 | 23,235 2 6 |
| Or per mile of railway ... | ..... | 72 10 7 | 6 13 3 | ..... | 125 13 11 | 11 10 9 | 18 4 0 |
| For previous 6 weeks of half-year | 531,563 | 6,35,002 7 0 | 58,208 11 2 | 2,355,265 10 | 14,80,257 14 0 | 135,690 6 1 | 193,898 17 3 |
| Total for 7 weeks ... | 613,623 | 7,27,969 9 5 | 66,730 10 11 | 2,715,437 20 | 16,41,310 4 3 | 150,453 8 10 | 217,183 19 9 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 77,704 | 1,03,909 12 5 | 9,525 1 3 | 422,385 10 | 3,16,465 10 8 | 15,009 7 1 | 38,534 8 4 |
| Per mile of railway corresponding week of previous year ... | ..... | 91 13 4 | 7 8 11 | ..... | 279 11 | 22 13 5 | 30 2 4 |
| Total to corresponding date of previous year ... | 642,635½ | 8,01,756 10 9 | 73,494 7 3 | 3,544,770 20 | 24,32,651 5 1 | 223,993 0 9 | 296,487 8 0 |

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 19th August 1871, on 223 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|---------|-------------|------------|------------|-------------|------------|------------|
| Total traffic for the week ... | 3,273 | 8,726 5 4 | 799 18 3 | 23,692 30 | 6,433 9 0 | 589 15 0 | 1,389 15 3 |
| Or per mile of railway ... | ... | 39 2 2 | 3 11 9 | ... | 28 13 7 | 2 12 11 | 6 4 8 |
| For previous 6 weeks of half-year... | 21,472½ | 51,413 11 2 | 4,712 18 6 | 210,476 20 | 48,638 15 9 | 4,455 11 5 | 9,171 9 11 |
| Total for 7 weeks ... | 24,745½ | 60,140 0 6 | 5,512 16 9 | 236,169 10 | 55,072 9 6 | 5,048 6 5 | 1,0561 3 2 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 2,819½ | 6,866 11 1 | 629 8 11 | 9,759 0 | 3,410 14 8 | 312 13 4 | 942 2 3 |
| Per mile of railway corresponding week of previous year ... | ... | 30 12 8 | 2 16 5 | ... | 15 4 9 | 1 8 1 | 4 4 6 |
| Total to corresponding date of previous year ... | 24,030 | 61,273 6 6 | 5,616 14 7 | 120,667 0 | 39,278 9 8 | 3,600 10 9 | 9,217 5 4 |

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended the 19th August 1871, on 156½ miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|--------------|-------------|------------|---------------|-------------|--------------|
| Total traffic for the week ... | 23,778 | 12,441 9 0 | 1,140 9 7 | 194,623 38 | 74,453 14 9 | 6,824 18 10 | 7,965 8 5 |
| Or per mile of railway ... | 152 | 79 7 11 | 7 5 9 | 1,244 0 | 475 11 11 | 43 12 2 | 50 17 11 |
| For previous 7 weeks of half-year... | 172,908½ | 94,711 9 7 | 8,681 16 10 | 732,499 35 | 2,77,465 7 8 | 25,434 6 8 | 34,116 8 6 |
| Total for 8 weeks ... | 196,686½ | 1,07,152 9 7 | 9,822 6 5 | 927,114 33 | 3,51,919 6 5 | 32,259 5 6 | 42,081 11 11 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 20,740½ | 11,535 9 5 | 1,057 8 7 | 131,428 34 | 32,500 10 8 | 2,979 4 7 | 4,026 13 2 |
| Per mile of railway corresponding week of previous year ... | 183 | 101 13 9 | 9 6 9 | 1,161 0 | 286 15 8 | 26 6 2 | 35 12 11 |
| Total to corresponding date of previous year ... | 174,852 | 99,720 7 5 | 8,316 0 11 | 715,424 33 | 1,30,116 3 10 | 11,927 6 0 | 20,243 7 5 |

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 19th August 1871, on 28 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|-------------|------------|------------|------------|----------|-------------|
| Total traffic for the week ... | 6,116 | 661 4 9 | 66 2 7 | 8,248 0 | 263 11 9 | 26 7 6 | 92 10 1 |
| Or per mile of railway ... | 147 | 23 7 7 | 2 7 0 | 294 23 | 9 6 8 | 0 18 10 | 3 5 10 |
| For previous 20 weeks of half-year | 125,534½ | 23,180 10 3 | 2,318 1 3 | 206,494 20 | 6,111 12 6 | 611 3 7 | 2,929 4 10 |
| Total for 21 weeks ... | 129,650½ | 23,841 15 0 | 2,384 3 10 | 214,742 20 | 6,375 8 3 | 637 11 1 | 3,021 14 11 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 4,163 | 700 9 9 | 70 1 2 | 7,342 18 | 219 8 6 | 21 19 1 | 92 0 3 |
| Per mile of railway corresponding week of previous year ... | 149 | 25 0 4 | 2 10 1 | 262 0 | 7 13 5 | 0 15 8 | 3 5 9 |
| Total to corresponding date of previous year ... | 114,947 | 19,586 5 0 | 1,938 12 7 | 212,823 0 | 7,400 5 9 | 740 0 9 | 2,695 13 4 |



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 13, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

CONTENTS.

| | Page. | | Page. |
|---|-------|--|-------|
| The Annual Report of the Chittagong port fund for 1870-71 | 601 | Statement showing the amount of Traffic and Tolls on the Kendraparab Canal during the month of July 1871 | 620 |
| Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 9th September 1871 | 613 | Statement showing the amount of Traffic and Tolls on the 1st Section of the High Level Canal during the month of July 1871 | 621 |
| Weekly Report of Rainfall compiled at the Meteorological Reporter's Office | 615 | Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of July 1871 | 622 |
| Meteorological Telegraphic Report for the period 3rd to 9th September 1871 | 617 | Statement showing the amount of Traffic and Tolls on the Matchong Canal during the month of July 1871 | 623 |
| Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871 | 618 | Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871 | 65. |
| Weekly Return of traffic receipts on Indian Railways | 619 | Statement showing the amount of Traffic and Tolls on the Hidgellee Tidal Canal during the month of July 1871 | 634 |

The Annual Report of the Chittagong Port Fund for 1870-71.

From H. HANKEY, Esq., Officiating Commissioner of the Chittagong Division, to the Officiating Secretary to the Government of Bengal, General Department,—(No. 15, dated Chittagong, the 18th June 1871.)

I HAVE the honor to submit the annual report of the Chittagong port fund for the year 1870-71, together with a statement showing the receipts and disbursements of the port fund for the same period.

2. *Paragraph 2 of the Collector's Report.*—The statement in paragraph 2 of the collector's report exhibits a decrease of 13 vessels owned by Europeans which entered the port in 1870-71, as compared with the previous year. The decrease in tonnage amounts to 8,522. This is attributed to the falling off in the importations of Liverpool salt during the year just past. There is a decrease also in the number and tonnage of European vessels employed in the foreign trade, as a larger number of vessels proceeded to Home ports, where more favorable markets were prevailing. The falling off in the number and tonnage of native crafts is owing to the unseaworthiness of some of these vessels and loss of six others during the south-west monsoon. On the whole, the statement above referred to exhibits a decrease of 117 vessels, and a net decrease of 10,957 tonnage, owing to the several reasons mentioned above.

3. *Paragraph 11.*—The port dues and miscellaneous receipts amounted to Rs. 17,039 and Rs. 203 respectively in 1870-71, against Rs. 19,596 and Rs. 1,504

in the year preceding. The decrease is principally due to the falling off in the number and tonnage of European vessels direct from Europe. No old materials being available for sale in the year under report, the item headed "sale of old materials" also shows a decrease of Rs. 1,201, as compared with the year 1869-70. The decrease under other heads is not so marked.

4. *Paragraph 19.*—The suggestions of the collector seem to me well worthy of adoption. I would recommend therefore that, as an experiment at all events, it should be tried, and that port dues be entirely abolished for balam boats and others carrying on trade in inland waters. Schemes are on foot for bringing trade to the port by means of a railway or a canal at an enormous expenditure. These schemes may never come to any thing: their accomplishment is at any rate a matter of time. Meanwhile I think our endeavours should be directed to attract trade by every possible means. If the experiment fail to produce the desired results, it will not have been at any large sacrifice of revenue, and, as before remarked, it is worth a trial.

5. *Paragraph 20.*—The infringements of the provisions of the Port Act have been prevented in a great measure, as the collector had not found occasion to levy more than Rs. 61 in the shape of fines in 1870-71, against Rs. 303 of the year 1869-70.

6. *Paragraph 23.*—The statement of disbursements for the year 1871-0 has been prepared in the office of the collector of customs without receiving the details of the Calcutta expenditure, which have not yet been supplied by the accountant-general's department. The calculation of the cost of stores, &c., has therefore been made in accordance with the rates of the previous year. As it is very desirable that the collector should be in possession of the accountant-general's memorandum of expenditure before the preparation of the annual report of the port fund, in order to obviate subsequent references and corrections, I suggest that the accountant-general be directed to furnish the collector of customs here with details of expenditure at the end of every quarter, and with the details of the last quarter as soon after the close of the year as possible, so as to admit of their being included in the annual report of the collector in due time.

7. *Statement No. 3 in paragraph 23.*—The disbursements amounted to Rs. 23,925 in 1870-71, showing an increase of Rs. 14,914 over the previous year. This is almost entirely accounted for by the charges incurred in re-buoying the Chittagong river, and purchasing a few of the materials which will be required for the moorings of a contemplated floating jetty, and by the contributions from the port fund towards erecting a pukka dispensary and hospital.

8. *Paragraph 31.*—In paragraph 12 of my letter No. 127, dated 29th ultimo, I solicited the sanction of the Government to a sum of Rs. 25,000 from the port fund for the purchase of a schooner, and strongly urged on the Government to replace the *India* by some river steamer of similar draught, as I thought it would be unwise and inexpedient to combine the two vessels.

9. *Paragraph 39.*—The collector of customs has written to the master attendant at Calcutta to say that the statement of expenditure incurred on account of the re-buoying of the navigable channels leading to the port of Chittagong should not have included certain charges aggregating Rs. 2,543, and that the actual cost of re-buoying the river should consequently amount to Rs. 8,163 in place of Rs. 10,706 shown in his (master attendant's) letter No. 1210, dated the 4th March 1871, to the Government. The master attendant's views have not been communicated to me yet. I am of opinion, however, that the charges alluded to by the collector of customs in paragraph 39 of his report should not be shown in the statement of expenditure for re-buoying the river Kurnafoolee.

10. *Paragraph 42.*—With reference to the collector's recommendation that the chains and cables be returned to Calcutta, my predecessor requested the collector to "retain the chains and cables until the question as to the best mode of improving the jetty is finally decided, as these chains and cables were brought down after a great deal of correspondence, and as they may be required

again if a floating jetty be ultimately decided on." No definite proposal for the improvement of the jetty at the port of Chittagong has as yet been received from the superintending engineer, whose attention has again been invited to the subject.

11. *Paragraph 46.*—I shall submit a separate report on the subject of the improvement of the jetty when the superintending engineer's reply is received.

12. *Paragraph 45.*—Only a few days ago the assistant engineer was requested to push on the work and to report the cause of the delay that has already occurred in completing the work. The assistant engineer explains that the delay in carrying out this work was caused, in the first instance, by the stoppage of the work by the orders of Government at the time of the financial crisis. He informs me that the work was, however, resumed last cold weather, and that the delay since then has been principally caused by the difficulty experienced in getting laborers for the work, which is of such a nature that coolies do not wish to work on it if they can get pleasanter employment. He further informs me that the work has now progressed so far as to afford all the facilities it can ever do for loading and unloading salt, the two flights of steps designed with this view having been completed, and being now available for use.

13. *Paragraph 50.*—A new scale of pilotage fees for the port of Chittagong was sanctioned by the Government of Bengal in their letter No. 972, dated 7th April 1870, and was published in the *Calcutta Gazette*. The receipts from rate of pilotage in 1870-71 amounted to Rs. 8,298, against Rs. 4,881 of 1869-70, showing an increase of Rs. 3,417, whilst the disbursements show a slight net decrease over the year preceding that just past. The recent increase in the pilotage fees has prevented the incidence of any extra expense on the imperial revenues.

14. *Paragraph 65.*—The subject of deepening the Moheshkhali canal has been dwelt upon in the customs annual report.

15. *Paragraph 67.*—His Honor the Lieutenant-Governor agreed with my predecessor in thinking that any charges for the improvement of the Moheshkhali canal should be debited against the Chittagong port fund, and that all receipts from this canal should in future be credited to the same fund. (*Vide* Mr. Thompson's letter No. 2901, dated 13th October 1870.) I do not see any necessity for re-opening the question.

16. *Paragraph 75.*—It is gratifying to note that the natives of the place are bent on constructing stronger vessels possessed of sea-going qualities. As the loss of native vessels during the south-west monsoon occurs every year, it is expected that the construction of a better class of vessels will diminish the number of accidents to vessels owned by natives.

17. *Paragraph 76.*—In forwarding the Government letter mentioned in the concluding portion of paragraph 76, my predecessor remarked as follows: "As regards cargo ships without passengers, you (*i.e.*, the collector of customs) should lose no opportunity of impressing on builders of new vessels that they had better build good ones, as the Penal Code may be brought to bear in the case of unseaworthy vessels." He further added: "I would not, however, do anything, except in very dangerous cases indeed, to stop the cargo brigs now trading, as it would be nearly equivalent to stopping the whole trade of the port at a stroke." No authoritative warning appears to be essentially necessary.

18. *Paragraph 82.*—I concur in the collector's remarks that the survey of the coast should be published separately on a large scale purely as a coasting chart. The subject of cutting a canal along the imperial road from Chittagong to Tipperah, which would undoubtedly facilitate the internal communications, and tend to increase the prosperity of the port of Chittagong, is still under the consideration of the public works department.

19. In my other report I have already given the remarks on the qualification and character of the collector which were left on record by my predecessors. I should prefer not adding to them any opinion of my own until I have had longer opportunities of judging.

From C. MARSHALL, Esq., Conservator of the Port of Chittagong, to the Commissioner of the Chittagong Division,—(No. 32, dated Chittagong, the 5th June 1871.)

I HAVE the honor to submit the annual report of the administration of the port for the year 1870-71.

2. Statement No. 1 exhibits in detail the number and tonnage of classes of vessels which frequented the port during the year under review and the previous year:—

No. 1.

| PARTICULARS. | 1869-70. | | 1870-71. | | Increase. | Decrease. |
|--|----------|----------|----------|----------|-----------|-----------|
| | Number. | Tonnage. | Number. | Tonnage. | | |
| European vessels direct from Europe ... | 16 | 10,549 | 3 | 2,027 | ..... | 8,522 |
| Ditto ditto from foreign trade ... | 37 | 13,555 | 29 | 12,323 | ..... | 1,232 |
| Ditto ditto from coasting trade ... | 12 | 4,254 | 15 | 5,328 | 1,074 | ..... |
| Chittagong vessels ... | 102 | 19,004 | 94 | 18,374 | ..... | 630 |
| Other native vessels ... | 25 | 3,852 | 13 | 1,921 | ..... | 1,931 |
| Naraingunge inland trade ... | 66 | 6,871 | 68 | 7,795 | 924 | ..... |
| Mail and other steamers ... | 54 | 13,037 | 52 | 12,010 | ..... | 1,027 |
| Balam boats ... | 792 | 11,018 | 713 | 11,405 | 387 | ..... |
| Total square rigged vessels, steamers, and boats ... | 1,104 | 82,140 | 987 | 71,183 | 2,385 | 13,342 |

3. European vessels direct from Europe show a decrease in number of 13, and in tonnage 8,522, when compared with the previous year, which has been solely owing to the falling off in the salt import trade this year.

4. European vessels in the foreign trade, including vessels direct to Europe, to the Mauritius, to Réunion, and Ceylon, show a decrease of eight vessels, and in tonnage 1,232. This is in a great measure due to a larger number of vessels employed in the Home port trade, where more favorable markets were prevailing.

5. European vessels in the coasting trade show an increase of three vessels of 1,074 tons, which is chiefly owing to the reason given in the previous paragraph for the falling off in the foreign trade ships.

6. Chittagong vessels employed in both foreign and coasting trade show a falling off of eight in number, and in tonnage 630, which has been owing to several of the very worst class of these vessels having been laid up unfit for service, and six others having been lost during the south-west monsoon.

7. Other native vessels show a decrease in number and tonnage. These vessels were employed both in the foreign and Home trade, carrying grain or passengers. Their coming and going is uncertain.

8. Naraingunge shows an increase in numbers and tonnage compared with the previous year.

9. Mail and other steamers show a decrease in tonnage of 1,027 tons, owing to no other than the regular mail steamer having visited the port this year.

10. Balam boats exhibit a decrease of 79 boats, but an increase in tonnage of 387 tons: this latter is due to more careful measurement.

11. The following statement is a classified table of the port dues collected during the year 1870-71 and the previous year, with other miscellaneous collections:—

No. 2.

| PARTICULARS. | 1869-70. | | 1870-71. | | Increase. | Decrease. |
|---|------------|-------------------------|------------|-------------------------|-----------|-----------|
| | Port dues. | Miscellaneous receipts. | Port dues. | Miscellaneous receipts. | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| European vessels direct from Europe ... | 2,929 | ..... | 570 | ..... | ..... | 2,359 |
| Ditto ditto from foreign trade ... | 3,812 | ..... | 3,466 | ..... | ..... | 346 |
| Ditto ditto from coasting trade ... | 1,197 | ..... | 1,498 | ..... | 301 | ..... |
| Chittagong vessels ... | 5,345 | ..... | 5,168 | ..... | ..... | 177 |
| Other native vessels ... | 1,083 | ..... | 540 | ..... | ..... | 543 |
| Naraingunge inland trade ... | 1,392 | ..... | 1,976 | ..... | 584 | ..... |
| Mail and other steamers ... | 739 | ..... | 613 | ..... | ..... | 126 |
| Balam boats ... | 3,099 | ..... | 3,208 | ..... | 109 | ..... |
| Sale of old materials, &c. ... | ..... | 1,201 | ..... | ..... | ..... | 1,201 |
| Fines ... | ..... | 303 | ..... | 61 | ..... | 242 |
| Sale of charts ... | ..... | ..... | ..... | 18 | 18 | ..... |
| Refunds ... | ..... | ..... | ..... | 124 | 124 | ..... |
| Total ... | 19,596 | 1,504 | 17,039 | 203 | 1,136 | 4,924 |

12. The above statement shows a decrease of Rs. 2,557 on port dues alone compared with the previous year, which is chiefly due to the reason assigned in the 3rd paragraph of this report for the falling off in numbers and tonnage of European vessels direct from Europe.

13. *Other native vessels.*—The cause of the decrease is explained in paragraph 7.

14. Naraingunge collection shows an increase of Rs. 584, but, as I remarked in my annual report last year, this trade is irregular, seeing vessels can only navigate certain parts of the channel between Chittagong and the Megna periodically or during certain intervals between the full and change of the moon.

15. Mail steamer being a regular trader, very little change is observable in these collections, and it is only when larger draught vessels are put on the line, or other steamers casually call, that any change would be apparent.

16. Balam boats' port dues show an increase of Rs. 109 when compared with the results of the previous year.

17. The levy of these dues (always collected with difficulty) on boats employed in inland waters, conveying the produce of this and neighbouring districts to the port, seems to me subversive of progress, and if preserved in, will, I fear, lead to a considerable portion of the grain usually shipped from here being conveyed to other markets.

18. If I may be permitted to suggest in an annual report, I would urge the necessity of abolishing these dues on boats employed in inland waters carrying produce, or, if port dues must be levied, reducing the rate to a nominal charge of one anna or two pice a ton, instead of compelling them to pay at the same rate as sea-going vessels.

19. Sale proceeds of old material is *nil* this year, the sum realized during the previous year was from the sale of material collected from the schooner *Swallow* when she was broken up.

20. Fines show Rs. 61 for violation of the Port Act, against Rs. 303 of the previous year; native owners of vessels here frequently infringe the port rules. Threats and warnings, unless followed up by action, seems to have little or no weight in leading them to respect the law.

21. *Sale of Charts.*—This refers to six charts of the Kurnafoolee river sold.

22. *Refund.*—Originally this amount was paid from the port as wages to the serang of the schooner *Swallow*, who was in training to be a pilot, and subsequently, when made a pilot, his salary was transferred as against the pilot fund.

23. Statement No. 3 shows the disbursements in detail of the year under review and of the previous year:—

No. 3.—Disbursements.

| PARTICULARS. | 1869-70. | 1870-71. | Increase. | Decrease. |
|---|----------|----------|-----------|-----------|
| | Rs. | Rs. | Rs. | Rs. |
| Port establishment | 2,050 | 2,203 | 153 | ..... |
| Stores | 1,533 | ..... | ..... | 1,533 |
| Contingencies | 160 | 271 | 111 | ..... |
| Norman Point and Kootubdea light-house establishment | 1,588 | 1,659 | 71 | ..... |
| Stores | 3,507 | 4,221 | 714 | ..... |
| Contingencies | 651 | 582 | ..... | 69 |
| Schooner <i>Swallow</i> establishment | 807 | 431 | ..... | 376 |
| Stores | ..... | ..... | ..... | ..... |
| Contingencies | 117 | ..... | ..... | 117 |
| Signal station establishment | 137 | 180 | 43 | ..... |
| Stores | 452 | ..... | ..... | 452 |
| Patunga Point stores | 64 | ..... | ..... | 64 |
| Ditto, renewing the beacon | ..... | 594 | 594 | ..... |
| Stationery and printed forms | 45 | 21 | ..... | 24 |
| Re-buoysing the Chittagong river | ..... | 8,163 | 8,163 | ..... |
| Construction of a dispensary and hospital (contribution from port fund) | ..... | 4,000 | 4,000 | ..... |
| Floating jetty | ..... | 1,016 | 1,016 | ..... |
| Public works expenditure, repairs to jetty | 403 | 452 | 49 | ..... |
| Ditto ditto ditto | 147 | ..... | ..... | 147 |
| Repairs to light-house and other buildings at Kootubdea | 1,640 | 132 | ..... | 1,508 |
| Ditto, protecting the light-house from the encroachment of the sea | 2,325 | ..... | ..... | 2,325 |
| Refund of port dues | 79 | ..... | ..... | 79 |
| Total | 15,705 | 23,925 | 14,914 | 6,694 |

24. The above statement of disbursements has been corrected for the previous year after the receipt of the details of Calcutta expenditure furnished to this office by the accountant-general's department in September last.

25. Port establishment shows an increased expenditure of Rs. 153, which is chiefly due to increments to the conservator and assistant's salaries.

26. *Stores.*—Nil this year.

27. Contingencies include re-building the store and coal godown, Rs. 76; hire of a vessel for re-laying one of the river buoys, Rs. 42; putting up port boundary marks, Rs. 13; publishing a notice in an Akyab newspaper, that a bry had been laid on the shoal off

Kootubdea; and various other small charges, showing an expenditure in excess of the previous year of Rs. 111, which, it will be seen, has been owing to the charge for a store godown and the hire of a vessel for re-laying a river buoy, &c.

28. Kootubdea and Norman's Point light-houses' establishment show an apparent increased expenditure of Rs. 71, which is chiefly owing to there being no reduction from the salaries of the establishment on account of absence from duty, or fines, this year, and to a small sanctioned increase to lascars' pay.

29. Stores include oil for the lights, and all other small stores, such as cotton waste, cloth, candles, soap, sponges, chamois leather, and coal tar, and show an expenditure of Rs. 714 in excess of the previous year, which is due to the first instalment of the indent for oil for 1871-72 having been received in the latter end of 1870-71, and thus charged to that year's supply, although none of it had been used until the current year.

30. *Contingencies*.—This expenditure includes charges for electro-plating light reflectors, with freight to and from Calcutta, landing charges, boat-hire for taking empty oil casks to Calcutta, travelling allowance for inspecting the light-houses, &c., and shows an expenditure less by Rs. 69 than in the previous year.

31. Schooner *Swallow* establishment shows a decrease of Rs. 376, which is owing to the reduction made when the schooner was broken up. At present only a crew for the port boats is kept on.

32. *Stores*.—Nil.

33. *Contingencies*.—Nil.

34. Signal station establishment shows Rs. 43 in excess of the previous year, which is owing to the sanctioned increase of one rupee each to the monthly pay of the three lascars employed there.

35. *Stores*.—Nil.

36. *Patunga Point*.—Cost of renewing the beacon, Rs. 594.

37. Stationery and printed forms show a decrease of Rs. 24. The increase or decrease in this expenditure, however, depends upon the demand from the customs department, one-sixth of the cost being invariably charged to the port fund, upon what grounds I am unable to explain.

38. *Extraordinary expenditure*.—Re-buoysing the river includes the cost of a first class spire buoy for the shoal patch off Kootubdea light. This work has incurred a large but indispensable outlay. The advantage of a well marked ship channel is sufficiently obvious to need no recommendation here, further than to add that the assurance of a now safe and easy access to the port which the re-buoysing the river has established will, in my opinion, do much in a commercial point of view to advance its prosperity.

39. The statement of expenses incurred in re-buoysing the river, submitted to Government with the Calcutta master attendant's letter No. 1210, dated 4th March 1870, includes entries totally unconnected with the re-buoysing of the river to which I have called attention. For instance, Rs. 888, which was the cost of coccanut oil, with casks for the use of the Kootubdea and Norman's Point light beacons, is wrongly shown as an expenditure on account of re-buoysing the river; in the same way Rs. 1,016, being the cost of two anchors and chain cables supplied by order of the commissioner in anticipation of Government sanction to the erection of a floating jetty, is erroneously charged; and several other items *not supplied*, amounting to Rs. 638-14, are also charged for.

40. Deducting these several amounts from the statement referred to in the previous paragraph, the actual cost of re-buoysing the river and supplying spare moorings, &c., amounts to Rs. 8,162-15-1, in place of Rs. 10,706-0-5, which was shown in the statement above referred to.

41. *Contribution (also an extraordinary expenditure) towards building and hospital here*.—This amount was sanctioned by Government in letter No. 1829, dated 12th May 1889, and paid during the year under review.

42. *Floating jetty*.—Under this head is shown the cost of two mooring anchors and 90 fathoms of one-inch chain cable and shackles, ordered in anticipation of Government sanctioning the cost of constructing a floating jetty as there appears now to be very little prospect of a jetty on this principle of construction being adopted. I have recommended they should be returned to Calcutta, as the port can ill afford to allow this money to lie idle.

43. *Repairs to Sudder Ghât Jetty by Public Works Department*.—In previous annual reports the unsatisfactory state of the jetty, and its practical faultiness of construction have been dwelt upon, and considerable sums are being expended upon it annually to no purpose, but merely to keep it together as a convenient, but not very safe landing and embarking place for passengers; and when it is considered that the jetty is the only public accommodation provided, it is not surprising that merchants and traders complain, and make themselves heard elsewhere, of the entire want of necessary convenience to ship or land their goods.

44. The trade of the port and its future prosperity, I submit, demand consideration, and I am proportionately hopeful that the construction of the new jetty, so long in abeyance, may very soon receive the sanction of Government.

45. The revetment which is being constructed on the river front of the salt golahs has made some progress lately, but far from being sufficiently advanced to obviate any of the difficulties experienced in landing and shipping salt which has been so frequently complained of.

46. It appears from recent information which I have received that the plans of the small and comparatively inexpensive floating jetties (intended for landing and shipping salt only), referred to in my last annual report, which Lieutenant May prepared, and called for estimates of the cost of their construction during his incumbency as assistant engineer, have never been submitted for sanction. This is unfortunate, more especially as I also understood that their cost would be only a trifle more than was sanctioned on the plan proposed by Mr. Atkinson when he was assistant engineer, but far more convenient and useful. I hope they will not be lost sight of by the public works department.

47. *Kootubdea Light-house, &c.*—The cost of repairs this year has been inconsiderable compared with the previous year, when a large sum was expended on an experimental protection of land on the sea front of the light-house, which has since all but disappeared through the wash from the sea-wave of the south-west monsoon.

48. It is now generally admitted by engineers that the only effective protection to land, open to the sweep of a sea-wave is an embarkment of loose stones, which, it is to be hoped, will soon be adopted in this case, otherwise we may lose the light-house, which the sea is slowly, but surely, approaching.

49. Notwithstanding the large outlay which the cost of re-buoysing the river, &c., has involved, the receipts have nearly covered the entire expenditure of the year, excluding Rs. 4,000 contributed to the hospital, and the cost of the floating jetty moorings.

Pilots.

50. The following statement exhibits the receipts from pilotage, and the disbursements of the year under review and the preceding year :—

No. 4.

| RECEIPTS. | | | | | DISBURSEMENTS. | | | | |
|------------------------|-----------|-----------|-----------|-----------|-----------------------------------|-----------|-----------|------------|-------------|
| | 1869-70. | 1870-71. | Increase. | Decrease. | | 1869-70. | 1870-71. | Increase. | Decrease. |
| | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. |
| Pilotage ... | 4,881 0 0 | 8,298 2 8 | 3,417 2 8 | ..... | Establishment | 1,600 0 0 | 2,303 0 9 | 703 0 9 | ..... |
| Miscellaneous ... | ..... | ..... | ..... | ..... | Temporary establishment | 186 0 0 | 525 13 5 | 339 13 5 | ..... |
| Receipts ... | ..... | ..... | ..... | ..... | Repairs to pilots' boats, &c. ... | ..... | ..... | ..... | ..... |
| Sale of old copper ... | 106 0 0 | ..... | ..... | ..... | Contingencies | 1,758 0 0 | 794 5 1 | ..... | 1,053 10 11 |
| Total ... | 4,987 0 0 | 8,298 2 8 | 3,417 2 8 | ..... | Total ... | 3,544 0 0 | 3,533 3 3 | 1,042 14 2 | 1,033 10 11 |

Receipts.

51. *Pilotage.*—Under this head a large increase is shown, which is due to the enhanced rates sanctioned by Government.

Disbursements.

52. Establishment exhibits a considerable increase in expenditure which is due to an addition to the number and salaries of the pilots.

53. Temporary establishment also shows an increase, due chiefly to a salary being paid from the pilot fund to a native who had been serang of the port schooner while he was running up and down the river with the others learning the duties of a pilot, and the temporary boatmen had been taken on earlier in the season, as there were unusually early arrivals.

54. *Pilot Boat Repairs and Contingencies.*—The former includes Rs. 440, balance of the cost of work done in the previous but paid in the year under review, and Rs. 103 for a further repair to a pilot boat owing to damage done to her while assisting at the re-buoysing of the river.

55. Contingencies include two-thirds pilotage paid to a temporary pilot prior to the present addition to the service being sanctioned, a new boat's awning painted, earth-oil for boat's deck and hold, and other small expenditure.

56. The work of the year under review, therefore, gives the following results :—

| | Rs. | As. | P. |
|---------------------------------------|-------|-----|----|
| Receipts ... | 8,298 | 2 | 8 |
| Disbursements ... | 3,533 | 3 | 3 |
| Realized in excess of expenditure ... | 4,764 | 15 | 5 |

57. There have been very few complaints this year of vessels being detained for want of pilots, and then it was only when they were all wind bound at Juldeah on board of out-ward bound vessels. Under the salaried system, however, with only a limited number of pilots such complaints may always be anticipated.

58. *Accidents.*—Three vessels, in pilotage charge of the recently appointed first grade pilots, were grounded; one of them slightly, the other two cases fortunately did not turn out to be so serious as I feared they would have been. But occurrences of this kind happening so frequently will in all probability injure the good name the port has hitherto held of being safe and easy of access, and many lead to insurance offices at Home and elsewhere asking higher rates of premium on vessels coming to Chittagong.

59. The three old pilots, one of whom only is in the first grade, who have served Government many years, have done their work to my entire satisfaction. They are careful, confident, and thoroughly experienced, and are always sought for by merchants and commanders of vessels. They hold excellent certificates of character and practicability from commanders of heavy draught ships, &c.

60. Now that the river has been re-buoyed, and crossing marks put up, the pilots' duties are comparatively easy, and in the event of any bad weather occurring, when pilots could not board a vessel outside, a commander with ordinary judgment may run in with a draught of fifteen feet to a perfectly safe anchorage off the flag-staffs and Juldeah custom house station with confidence.

61. Government order No. 1998, dated 20th July 1870, directs that the pilot fund collections are to be credited to the imperial revenues. I have shown them here separately, however, for easy reference.

Moiskhall and Toll.

62. The following statement shows the receipts and disbursements of the toll for the year under the review and for the previous year:—

| | | No. 5. | | | | | |
|---------|-----|-----------|-----|----|----------------|-----|----|
| | | Receipts. | | | Disbursements. | | |
| | | Rs. | As. | P. | Rs. | As. | P. |
| 1869-70 | ... | 656 | 0 | 0 | 261 | 8 | 0 |
| 1870-71 | ... | 452 | 12 | 0 | 242 | 0 | 0 |

63. The receipts from this toll having been amalgamated with the port fund, as directed (*vide* Government order No. 2901, dated 13th October 1870) since my last annual report, it may appear as if special mention of it was therefore uncalled for. But the facilities and comparative safety which this khall affords to boats when navigable, besides considerably shortening the route inland, and *vice versa*, and hence its importance to the trade of the port as a feeder, calls for some special remarks on its present condition.

64. The results of the year, given in the foregoing statement, show a considerable falling off in the receipts. When it is considered, however, that the khall has silted up to such an extent that it has become impossible for loaded boats, except for two or three days at the height of the spring tides, when boats drawing only three feet water can be got through with considerable trouble, the falling off in the yearly collection is accounted for.

65. Considering the vast importance of keeping this khall open as a feeder to the trade of the port, it is much to be regretted that early action was not taken to open it by the public works department on the receipt of the Government sanction for the cost being defrayed from the port fund. Owing to this delay another year of its usefulness will be lost to the State.

66. Referring to the cost of deepening this khall being borne by the port fund, the Port Act XXII of 1855 provides that all the channels leading to and from a port must be buoyed, marked, &c., and the cost charged to the port fund, but not a word is said or implied in reference to boat channels *not* under the jurisdiction of the Port Act (as all offences against this toll khall are dealt with under the provisions of the Canal Act), which are only outside feeders of the trade, and therefore, in my opinion, any money expended on them is clearly chargeable to the imperial revenue. No port fund could stand these outside calls upon it and remain solvent, if justice were done to the port itself.

67. The strong interest I feel in the present and future prosperity of the trade and port of Chittagong has led me to refer to this subject; and when it is considered that the port, or rather harbour, has no public appliances or convenience of any kind for landing or shipping goods, which we are bound to supply, and that we are so sadly in want of a small sea-going vessel to visit the light-houses, to see that they are kept in efficient order, upon which the safety and success of our trade is more or less dependant; and further, that the amount at credit of the port fund is insufficient to meet these requirements, my advocacy in behalf of the real interest of the trade and port will, I hope, be understood, and accepted as a sufficient apology for intruding the subject here.

68. The following account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

Port Fund.

| | Rs. A. P. | Rs. A. P. |
|--|-------------|-------------|
| To balance in favour of the port fund on the 31st March 1870 ... | 33,336 13 2 | |
| „ Amount invested in Government promissory notes on 31st March 1870 ... | 25,000 0 0 | |
| | | 58,336 13 2 |
| To balance in favour of Moishkhal canal fund on the 31st March 1870 ... | | 1,448 1 9 |
| Port dues levied during the year ... | 17,039 2 6 | |
| Interest on Rs. 25,000 at 4 per cent. ... | 1,000 0 0 | |
| Miscellaneous receipts, sale of charts, and fines realized in breach of port rules ... | 79 0 0 | |
| Value of empty oil casks returned to the naval store-keeper at Calcutta ... | 1,260 0 0 | |
| Refund ... | 124 0 0 | |
| | | 19,502 2 6 |
| Moishkhal toll collected during the year ... | 452 12 0 | |
| Fines realized in breach of Canal Act ... | 50 0 0 | |
| | | 502 12 0 |
| | | 79,789 13 5 |
| Disbursements (<i>vide</i> statement No. 3) ... | | 23,925 0 0 |
| Ditto (<i>vide</i> ditto 5) ... | | 242 0 0 |
| | | 24,167 0 0 |
| Balance at credit of the port fund on the 31st March 1871 ... | 53,913 15 8 | |
| Ditto ditto of Moishkhal canal fund on 31st March 1871... | 1,708 13 9 | |
| | | 55,622 13 5 |
| Total ... | | 55,622 13 5 |

69. Upon a reference to the corresponding statement of the previous year and the explanations regarding it, it will be seen that in the absence of timely information from the accountant-general's department, there was an error in the amount shown at credit of the port fund, which I was only able to correct upon the receipt of a memorandum from the accountant-general when closing the examination of the port fund accounts of several years past. There may be some, not very considerable, difference in the account current for this year also, compared with the accountant-general's; for up to this time I have been unable to procure the necessary detail of Calcutta expenditure from the above-named department for 1870-71.

70. The balance at credit of the port fund on the 31st March 1871, including the Moishkhal toll collections up to that date, and the interest upon Rs. 25,000 worth of promissory notes, after deducting the large expenditure and contributions of the year, under review, stands at Rs. 56,000 or thereabouts in round numbers.

Pilot Fund.

71. The subjoined account current shows the receipts and disbursements of the year under review, and the amount standing at credit of the fund on the 31st March 1871 :—

| | Rs. A. P. | Rs. A. P. |
|---|-----------|------------|
| To balance in favour of the pilot fund on the 31st March 1869 ... | 4,430 6 0 | |
| Receipts during the year ... | 8,298 2 8 | |
| | | 12,728 8 8 |
| Disbursements (<i>vide</i> statement No. 4) ... | 3,533 3 3 | |
| | | 3,533 3 3 |
| Balance on the 31st March 1871 ... | 9,195 5 5 | |
| | | 9,195 5 5 |

72. The higher rates of pilotage sanctioned by Government have considerably increased the amount at credit of the fund, which is very satisfactory, as it has placed us in a position to meet any ordinary casualty without drawing upon other sources.

73. It is a mistake to suppose that the amended rates of pilotage referred to above, which are still moderate, will have any influence in deterring vessels from coming to this port while there are freights to be earned. As regards native vessels the employment of a pilot being optional, they do not take them as a rule.

74. The following statement shews the number of vessels and their tonnage built in the year under review and the previous year :—

No. 6.

| | No. of vessels. | Tonnage. |
|-------------|-----------------|----------|
| 1869-70 ... | 7 | 1,253 |
| 1870-71 ... | 6 | 1,028 |

75. It will be seen by the above statement that a larger class of vessels, and, referring specially to the year under review, a better class of vessels have been built in the construction of which more regard has been paid to sea-going qualities, strength, and model. It is worthy of remark that the native builders here can seldom read or write. I was the more

struck with this fact, when, upon observing a really greatly improved style of vessel that was built here during the past season, I was told the constructor could neither read nor write.

Wrecks in the Bay.

76. There were six Chittagong vessels lost. Three of them, with crews, have not been heard of; the crews of the three others were saved. But, as shown in my report No. 293, dated 18th March 1871, the ordinary class of vessels built at Chittagong, with a few exceptions, are utterly unseaworthy. Men with capital, however, are gradually introducing a better system of building, and a few very creditable descriptions of vessels have been turned out lately; but I would venture to suggest for the consideration of Government that all owners and masters of vessels known to be unseaworthy should be authoritatively warned that in the event of loss of life through the unseaworthiness of their vessels, they would be prosecuted under the provisions of sections 336 and 337 of the Indian Penal Code as suggested in Government letter No. 2464, dated 23rd August 1870, forwarded to this office with commissioner's letter No. 101, dated 9th September 1870.

77. I cannot at present see any other way of modifying, if not altogether preventing, this yearly sacrifice of human life.

Wrecks on the Coast.

78. The ship *John Banks*, an English vessel of 680 tons, salt laden from Liverpool, was lost on one of the eastern prongs of the sea reefs, about 60 miles to the westward of Chittagong; crew all saved. But there were no wrecks actually on the coast of Chittagong during the year.

79. The Kootubdea light has been burning satisfactorily, and the first class spire-buoy lately placed near the shoal patch, four miles west of it, has already saved one vessel from getting on this danger by the look-out discovering it just in time to escape when working up the coast during the night. The necessity for, and usefulness of, this danger mark is thereby confirmed.

80. Norman's Point light has also been reported very satisfactory. These beacons are constructed entirely of wood, and it is only a question of time and the progress of our trade when these must needs be succeeded by a good substantial light-house further inland, as the sea-face of the land is cutting away so much that the house of the jemadar, who is in charge of the lights, had to be removed further inland a short time since.

Future Prospects.

81. This port, in my opinion, must sooner or later become the main outlet for the produce of Eastern Bengal; but until either inland steamers or railways are introduced for the conveyance of produce to the port, its progress must necessarily be limited. Either of these projects would, I think, be preferable to cutting a canal if it could be successfully done, for I greatly fear that the silt from it for some years would materially affect the navigable channels of the Kurnafoolee river, for the ordinary tides have not sufficient strength to carry it away to sea, and it would naturally be deposited on the shoalest parts, and probably render the river unnavigable for large draught vessels.

82. The approaches to Chittagong are considerably difficult, and require precaution and judgment when approaching the coast, especially for the first time. The currents vary considerably, but not always regular with the change of the monsoons, and have often been known to change, in the eastern side of the bay near this coast, to an almost opposite direction before it could have been anticipated. Judging from any of the sailing directions that I have seen, I consider it unfortunate that the late survey of the coast by Mr. Pearson was not published in separate sheets on a large scale, instead of amalgamating it with the previous surveys, having only explanatory notes attached (I have seen no other), and on a scale much too small for coasting purposes where so many dangers exist. I hope it is not yet too late, however, to have this valuable survey published separately on a large scale, purely as a coasting chart, for in that form only can it be of any practical advantage to the navigator; and I think I am right in stating that the original object of the survey was to provide a reliable coasting chart of this intricate and dangerous part of the coast, the southern limit of which, being high and remarkable, is usually the first land sought to be made by vessels bound to this port.

83. Mr. Thompson held the office of assistant conservator from the beginning of the official year up to 4th March 1871, and was transferred to Calcutta.

84. Mr. W. Warden took charge of the office of assistant conservator on the 20th March 1871. His service has therefore been too brief to enable me to offer any opinion other than his evident willingness and desire to carry out the duties of his office satisfactorily.

85. The duties of the port office, which have increased more than three-fold of late years, have been performed very creditably by the port clerk alone, and his practical knowledge as an accountant was of great service to me in extricating the port fund accounts from the confusion they had been in for years past.

86. I trust the administration of the port department for the year under review may be approved.

Statement showing the receipts and disbursements of the Port of Chittagong for the year 1870-71, as compared with 1869-70.

| RECEIPTS. | | | | DISBURSEMENTS. | | | | |
|--------------------|----------|----------|-----------|--|----------|----------|-----------|-----------|
| ITEMS OF RECEIPTS. | 1869-70. | 1870-71. | Decrease. | ITEMS OF DISBURSEMENTS. | 1869-70. | 1870-71. | Increase. | Decrease. |
| | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. |
| Port dues ... | 19,596 | 17,039 | 2,557 | Port establishment ... | 2,050 | 2,203 | 153 | ..... |
| Miscellaneous ... | 1,504 | 203 | 1,301 | Stores ... | 1,533 | ..... | ..... | 1,533 |
| | | | | Contingencies ... | 160 | 271 | 111 | ..... |
| | | | | Norman Point and Kootubdea light-house establishment ... | 1,588 | 1,659 | 71 | ..... |
| | | | | Stores ... | 3,507 | 4,231 | 714 | ..... |
| | | | | Contingencies ... | 651 | 582 | ..... | 69 |
| | | | | Schooner <i>Swallow</i> establishment ... | 807 | 431 | ..... | 376 |
| | | | | Stores ... | ..... | ..... | ..... | ..... |
| | | | | Contingencies ... | 117 | ..... | ..... | 117 |
| | | | | Signal station establishment ... | 137 | 180 | 43 | ..... |
| | | | | Stores ... | 452 | ..... | ..... | 452 |
| | | | | Patunga Point stores ... | 64 | ..... | ..... | 64 |
| | | | | Ditto renewing the beacon ... | ..... | 594 | 594 | ..... |
| | | | | Stationery and printed forms ... | 45 | 21 | ..... | 24 |
| | | | | Re-buoysing the Chittagong river ... | ..... | 8,163 | 8,163 | ..... |
| | | | | Construction of a dispensary and hospital (contributions from port fund) ... | ..... | 4,000 | 4,000 | ..... |
| | | | | Floating jetty ... | ..... | 1,016 | 1,016 | ..... |
| | | | | Public Works expenditure—repairs to jetty ... | 403 | 452 | 49 | ..... |
| | | | | Ditto ... | 147 | ..... | ..... | 147 |
| | | | | Repairs to light-house and other buildings at Kootubdea ... | 1,640 | 132 | ..... | 1,508 |
| | | | | Ditto, protecting the light-house from the encroachment of the sea ... | 2,325 | ..... | ..... | 2,325 |
| | | | | Refund of port dues ... | 79 | ..... | ..... | 79 |
| Total ... | 21,100 | 17,242 | 3,858 | Total ... | 15,705 | 23,925 | 14,914 | 6,694 |

COMMISSIONER'S OFFICE, CHITTAGONG,
The 13th June 1871.

H. HANKEY, *Offg. Commissioner.*

From R. H. WILSON, Esq., Officiating Under-Secretary to the Government of Bengal, to the Officiating Commissioner of the Chittagong Division,—(No. 2708, dated Fort William, the 5th September 1871.)

I AM directed to acknowledge the receipt of your letter No. 15, dated 13th June, containing your report on the Chittagong port fund for the year 1870-71, and to communicate the following orders and observations.

2. The Lieutenant-Governor observes that the number and the tonnage of vessels entering Chittagong port were 10 per cent. less than in the year 1869-70; the decrease has been apparent in all classes of vessels, but has been greatest in Liverpool ships laden with salt. His Honor desires to be informed whether the trade of Chittagong has continued to fall in the present year; whether it is believed that ships, which formerly obtained rice for export from Chittagong, are beginning to frequent Akyab; how the deficiency in the supply of Liverpool salt has been met; and whether the local price of salt has risen in consequence. It should also be stated whether last year's harvests were good, and whether anything is known as to what became of the surplus rice from Tipperah and Noacolly, which has hitherto been exported from Chittagong; whether, that is to say, it remained in the country or was exported by some other route.

3. A copy of your paragraph 6 has been sent to the Accountant-General, with a request that he will arrange, if possible, for meeting your views by letting the Conservator have a statement of the expenditure on stores within a few weeks of the end of each year.

4. With respect to the purchase of a port schooner, a separate communication will be addressed to you on the conclusion of inquiries which are in progress.

5. The attention of the Public Works Department of this Government has been called to those paragraphs of your report which refer to the construction of a floating jetty and the improvement of the present standing jetty.

6. The Lieutenant-Governor learns with satisfaction that native ship-builders have begun to construct a better class of vessels than those hitherto used.

7. The Master Attendant has been asked to take into early consideration the suggestion in your 18th paragraph, that the survey of the coast should be published separately as a coasting chart. The Lieutenant-Governor desires that this matter be not lost sight of. If you will submit a separate report with an estimate and detailed proposals for deepening the Moheskhali khal, the Lieutenant-Governor will be ready to take the matter into consideration. He fears that some part of the cost of the scheme would have to be provided locally, either from the port fund or from such other source as you can suggest; but a part could probably be contributed from the provincial budget for communications.

8. Your opinion is requested on the proposals contained in Mr. Marshall's paragraphs 17 and 18. If the "balam" boats are really leaving the port, and if the funds can afford to lose the Rs. 3,000 they pay, Mr. Marshall's proposal ought to be carefully considered. The decrease in the number of balam boats seems to have been 11 per cent.; but the tonnage increased last year.

9. With reference to paragraphs 58 and 59 of the Conservator's letter, the Lieutenant-Governor desires to know whether any part of the present pilot establishment is inefficient; and if so, what change, if any, you would recommend to prevent unnecessary risk to vessels entering the port.

10. As the cost of re-bridging the river (Rs. 8,163) was a special charge which will not recur, the condition of the port fund may be considered fairly satisfactory; for its gross receipts were Rs. 17,039 against a gross expenditure of Rs. 23,925, while the fund has at its credit a balance of Rs. 55,622.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 9th September 1871.

| Number. | District. | Date of return from each district. | Rainfall at Sud-der Station, in inches. | Character of the weather in the district, as far as known. | State and Prospects of the Crops at date. | REMARKS. |
|---------|---------------|------------------------------------|---|--|--|--|
| 1 | Bhaugulpore | Sept. 8th | 1.1 | Favorable | Good. | Floods subside- |
| 2 | Monghyr | " 9th | 4.3 | Rainy then bright | Bhadoi more than half destroyed and Amun partially injured. | ing. |
| 3 | Purneah | " 2nd | 7.9 | Rain and sun | Generally good. | |
| 4 | Rajmehar | " 9th | 4.5 | Fine | Aghany rice good. | |
| 5 | Deoghur | " 9th | 1.9 | Favorable | High land rice very good; low land crop damaged by too much rain. | |
| 6 | Nya Doomka | " 9th | 3.9 | * | * | |
| 7 | Godda | " 9th | † | Favorable | Excellent. | * No information submitted. |
| 8 | Pakour | " 9th | 1.0 | Seasonable | No change. | † No rain gauge. |
| 9 | Jamtara | " 9th | | | | Very heavy rain on two days. |
| 10 | Patna | " 9th | 1.1 | Rainy, cloudy, and sultry. | Bhadoi almost lost by rain and floods. Rice uncertain yet, but reports are rather favorable. | |
| 11 | Gya | " 7th | .2 | Fair and cloudy | Bhadoi injured; rice promises well. | |
| 12 | Chumparun | " 9th | 1.4 | Cool | High land crops good; low land ones much damaged by inundation. | |
| 13 | Sarun | " 9th | 6.4 | Rainy and unfavorable. | Crops hopelessly destroyed by inundation. | Local distress apprehended. |
| 14 | Shahabad. | " 9th | 2.1 | Little rainy and cloudy. | Most crops damaged considerably by inundation. | Bhagirathy, Gunduk, and the Ganges gradually falling. |
| 15 | Tirhoot | " 9th | 1.3 | Rainy and cloudy | High land Ous and Amun good and promising, but the low land ones very much destroyed by floods. | |
| 16 | Rajshahye | " 7th | | | | |
| 17 | Bogra | " 8th | 4.1 | Changeable | Favorable. | |
| 18 | Dinagepore | " 9th | 2.1 | Very hot and close. | Favorable. | |
| 19 | Maldah | " 8th | 5.5 | Rainy | Bhadoi and Amun very much damaged by inundation. | |
| 20 | Moorshedabad | " 9th | 1.7 | Fair | A great part of the Amun destroyed. There is slight improvement from the falling of the river. | |
| 21 | Pubna | " 9th | 4.9 | Seasonable | Ous and Amun injured by inundation. | Rivers still very high, and land much under water. |
| 22 | Rungpore | " 9th | 5.6 | Rain and sun | Good. | |
| 23 | Burdwan | " 9th | 6.3 | Rainy and fair | Ous much and Amun a little damaged; sugar-cane not good. | |
| 24 | Bancoorah | " 9th | 1.2 | Hot | Favorable. | |
| 25 | Beerbhoom | " 9th | 3.2 | Rain and sun | Good. | |
| 26 | Hooghly | " 9th | 3.9 | Clear, then rainy and cloudy. | Ous good. Amun in low lands injured by inundation. | |
| 27 | Howrah | " 9th | 1.0 | Favorable | Crops in high lands very good; in low lands partially destroyed by heavy rain. | |
| 28 | Midnapore | " 8th | 2.9 | Dry | Good. | |
| 29 | Nuddea | " 9th | .5 | Not unfavorable | Most crops damaged very much. | The present inundation is said to be the severest ever experienced, except perhaps that of 1823. |
| 30 | Jessore | " 8th | 1.3 | Hot and cloudy | Great loss to Ous and Amun by inundation, which has submerged almost the whole district. | Suffering from loss of houses, crops, and cattle is great; and sickness is apprehended. |
| 31 | 24-Pergunnahs | " 9th | 4.5 | Rainy and cloudy | Generally good, except in the Buseerhaut sub-division, where both Ous and Amun have been injured by flood. | |
| 32 | Dacca | " 1st | .4 | Dry, hot, and cloudy. | Good. | |
| 33 | Backergunge | " 2nd | 1.1 | Sunny and rainy | Favorable. | |

| Number. | District. | Date of return from each district. | Rainfall at Sud-der Station, in inches. | Character of the weather in the district, as far as known. | State and Prospects of the Crops at date. | REMARKS. |
|---------|-------------------------------|------------------------------------|---|--|---|--|
| 34 | Furreedpore ... | Sept. 9th | 5.3 | Rainy and fair, but still and oppressive. | Rice good; sugarcane damaged by inundation. | Very high inundation, such as has not been known for many years. |
| 35 | Mymensingh ... | " 2nd | 6.9 | Very rainy ... | Early crops reaped; late rice safe yet, though the rivers have risen very high. | |
| 36 | Sylhet ... | " 2nd | 2.5 | Cool and showery | Favorable. | |
| 37 | Cachar ... | " 2nd | 3.2 | Cloudy, rainy, and cool. | Good; rivers falling. | |
| 38 | Chittagong ... | " 1st | .6 | Generally fine... | Favorable. | |
| 39 | Noakhally or Bulloah ... | " 1st | 1.7 | Very hot ... | Good | Much sickness. |
| 40 | Tipperah ... | " 1st | .3 | Very hot ... | Good. | |
| 41 | Hill Tracts of Chittagong ... | Aug. 26th | 7.1 | Rainy ... | Good. | |
| 42 | Cuttack ... | Sept. 9th | 3 | Favorable. ... | Good. | |
| 43 | Balasore ... | " 9th | 2.2 | Rainy ... | Very prosperous. | |
| 44 | Pooree ... | " 1st | 2.6 | Hot & unhealthy. | Generally good; but in some places gloomy for want of rain. | |
| 45 | Hazareebaugh ... | " 9th | 6.7 | Very rainy ... | No serious damage done yet. | |
| 46 | Lohardugga ... | " 8th | 5.2 | Rainy ... | Excellent. | |
| 47 | Maunbhoom ... | " 9th | .7 | Rainy ... | Not very favorable. | |
| 48 | Singbhoom ... | " 2nd | .7 | Seasonable ... | Favorable. | |
| 49 | Durrung ... | " | | | | |
| 50 | Nowgong ... | " 2nd | 6.5 | Rainy ... | Good, except in places inundated by hill streams. | |
| 51 | Sebsaugor. | " | | | | |
| 52 | Kamroop ... | " 2nd | .2 | Dry ... | Good. | |
| 53 | Luckimpore. | " | | | | |
| 54 | Khasi and Jynteah Hills. | " 1st | 1.3 | Cloudy and rainy | Favorable. | |
| 55 | Naga Hills. | " | | | | |
| 56 | Julpigoree ... | " 1st | 5.4 | Cloudy and wet | Amun improving. | |
| 57 | Gowalparah ... | " 2nd | 2.6 | Rainy ... | Favorable. | |
| 58 | Garohills ... | " 2nd | 3.1 | Seasonable ... | Healthy. | |
| 59 | Darjeeling ... | " 2nd | 4.6 | Healthy ... | Late rice suffering for want of rain; other crops good. | |
| 60 | Cooch Behar ... | " 2nd | * | Very rainy ... | Good. | * No rain gauge. |

N. B.—The columns of the districts from which returns have not been received remain blank.

Published for general information.

FORT WILLIAM :
The 12th September 1871.

C. BERNARD,
Offg. Secy. to the Govt. of Bengal.

Weekly Report of Rainfall compiled at the Meteorological Reporter's Office.

| DIVISIONS. | Stations. | Rainfall from 21st to 27th August 1871. | Rainfall from 28th Aug. to 3rd Sept. 1871. | RAIN FROM 1ST JANUARY 1871. | | REMARKS. |
|-----------------|------------------------------------|---|--|-----------------------------|-----------------|-----------------------------------|
| | | | | Rain. | Up to date. | |
| CUTTACK. | Cuttack { Telegraph Office ... | 0.10 | 2.70 | 45.58 | 3rd Sept. 1871. | |
| | False Point { Jail ... | 0.25 | 1.37 | 40.18 | ditto. | |
| | Jajipore ... | 2.70 | Not received | 48.30 | 27th Aug. 1871. | |
| | Kendraparah ... | 1.44 | 1.44 | 71.54 | 3rd Sept. 1871. | |
| | Jugutsingapore ... | Nil | 0.90 | 36.29 | ditto. | |
| | Sumulpore ... | 1.40 | 0.60 | 36.13 | ditto. | |
| | Bainsore ... | 0.48 | Nil | 34.33 | ditto. | |
| | Bludhruck ... | 2.18 | 0.31 | 43.91 | ditto. | |
| | Pooree ... | 0.32 | 0.70 | 45.56 | ditto. | |
| | Khoordah ... | 1.20 | 1.48 | 41.56 | ditto. | |
| CHOTA NAAGPORE. | Hazareebaugh ... | 4.29 | 2.75 | 46.32 | ditto. | |
| | Burbee ... | 0.41 | 1.78 | 42.05 | ditto. | |
| | Pachamba ... | 1.50 | 0.62 | 38.99 | ditto. | |
| | Ranchee ... | 2.85 | 1.44 | 47.50 | ditto. | |
| | Palamow ... | 3.27 | 0.34 | 47.87 | ditto. | |
| | Purulia ... | 2.52 | 0.16 | 39.40 | ditto. | |
| | Gobindpore ... | 4.18 | 0.19 | 53.28 | ditto. | From 12th June. |
| | Chyebassa ... | 4.76 | 1.26 | 42.15 | ditto. | |
| PATNA. | Patna ... | 0.69 | 0.72 | 44.46 | ditto. | |
| | Behar ... | 2.72 | 1.16 | 40.30 | ditto. | |
| | Barh ... | 1.94 | Not received | 44.59 | 27th Aug. 1871. | |
| | Dinapore ... | 1.13 | 0.18 | 26.02 | 3rd Sept. 1871. | |
| | Gya ... | 6.33 | 0.50 | 40.90 | ditto. | |
| | Sherghotty ... | 1.88 | 0.07 | 41.86 | ditto. | |
| | Nowadah ... | 3.82 | 0.81 | 38.42 | ditto. | |
| | Arungabad ... | 0.67 | 1.41 | 41.40 | ditto. | |
| | Chummarun ... | 1.26 | 0.44 | 33.46 | ditto. | Not received 21st to 27th August. |
| | Bettiah ... | Not received | 2.75 | 32.04 | ditto. | From 5th June. |
| | Chuprah ... | 7.77 | 4.15 | 40.53 | ditto. | |
| | Sewan ... | 2.90 | 3.20 | 52.78 | ditto. | |
| | Mozufferpore ... | 6.66 | 6.90 | 52.89 | ditto. | |
| | Darbhanga ... | 1.80 | 2.80 | 42.99 | ditto. | |
| | Seetamaree ... | 9.18 | 5.78 | 59.45 | ditto. | |
| | Tajpore ... | 7.93 | 2.35 | 44.82 | ditto. | Not recorded 6th to 19th March. |
| | Mudhubani ... | 2.00 | 2.00 | 26.79 | ditto. | From 1st April. |
| | Hajipore ... | 11.69 | 3.52 | 44.16 | ditto. | From 22nd May. |
| | Arrah ... | 3.43 | 1.93 | 27.08 | ditto. | |
| | Buxar ... | 5.70 | 0.62 | 49.15 | ditto. | |
| BHAUGULPORE. | Sasseram ... | 4.58 | 1.75 | 55.58 | ditto. | |
| | Blubhooah ... | 2.60 | 0.43 | 36.34 | ditto. | |
| | Benares ... | 2.31 | 2.51 | 48.46 | ditto. | |
| | Bhaugulpore ... | 2.50 | 2.50 | 42.13 | ditto. | |
| | Mudheypoorah ... | 0.92 | 1.07 | 30.40 | ditto. | |
| | Banka ... | 6.20 | 0.80 | 43.03 | ditto. | |
| | Soopool ... | 3.17 | Not received | 34.26 | 27th Aug. 1871. | From 14th August. |
| | Monghyr ... | 12.25 | 3.62 | 17.76 | 3rd Sept. 1871. | |
| | Jamooie ... | 6.49 | 0.90 | 44.83 | ditto. | |
| | Begoesari ... | 2.30 | 1.33 | 40.46 | ditto. | |
| | Deoghur ... | 1.54 | 0.13 | 33.90 | ditto. | |
| | Jamtara ... | 1.74 | 0.85 | 48.96 | ditto. | |
| | Rajmehal ... | 4.10 | Not received | 55.33 | 27th Aug. 1871. | From 13th February. |
| | Pakour ... | 6.20 | 5.60 | 53.60 | 3rd Sept. 1871. | From 12th February. |
| | Purneah ... | 5.30 | 2.40 | 34.44 | ditto. | From 21st May. |
| RAJSHAHYE. | Kishengunge ... | 9.71 | 6.34 | 62.79 | ditto. | |
| | Arraria ... | 3.23 | 4.92 | 46.47 | ditto. | From 13th June. |
| | Rampore Beaulash... .. | 5.24 | 9.66 | 50.10 | ditto. | From 26th June. |
| | Nattore ... | 5.70 | 1.36 | 61.36 | ditto. | |
| | Bograh ... | 3.99 | 8.68 | 67.55 | ditto. | |
| | Dinapore ... | 6.50 | 2.22 | 72.94 | ditto. | |
| | Maldah ... | 4.99 | 3.23 | 59.33 | ditto. | |
| | Berhampore ... | 2.71 | 5.30 | 41.61 | ditto. | |
| | Jungipore ... | 2.44 | 1.33 | 51.48 | ditto. | |
| | Lalbagh ... | 3.53 | 2.70 | 47.84 | ditto. | From 16th January. |
| BURDWAN. | Jamookandi ... | 2.74 | 3.34 | 47.05 | ditto. | From 17th April. |
| | Pubna ... | 4.09 | 2.52 | 47.40 | ditto. | |
| | Serajgunge ... | 2.28 | 2.13 | 59.86 | ditto. | |
| | Rungpore ... | 2.08 | 3.14 | 63.23 | ditto. | |
| | Bhowanigunge ... | 6.10 | 9.60 | 80.30 | ditto. | |
| | Titalya ... | 3.24 | 4.04 | 55.24 | ditto. | From 22nd January. |
| | Burdwan ... | 7.06 | 8.25 | 65.85 | ditto. | |
| | Cutwa ... | 3.91 | 0.36 | 50.94 | ditto. | |
| | Culna ... | 3.44 | 2.40 | 50.05 | ditto. | |
| | Bood-Bood ... | 2.03 | 0.35 | 54.32 | ditto. | |
| | Bancoorah ... | 3.93 | 0.60 | 55.73 | ditto. | |
| | Raneegunge ... | 2.17 | 0.39 | 50.48 | ditto. | |
| | Sooree ... | 4.22 | 0.82 | 46.10 | ditto. | |
| | Hooghly ... | 3.74 | 1.83 | 47.92 | ditto. | |
| | Serampore ... | 1.90 | 0.50 | 64.99 | ditto. | From 20th March. |
| TANJAVUR. | Jehannabad ... | 3.75 | 0.56 | 43.49 | ditto. | From 21st April. |
| | Howrah ... | 2.02 | 1.91 | 56.43 | ditto. | |
| | Midnapore ... | 2.02 | 1.03 | 76.10 | ditto. | |
| | Contai { Dy. Collr.'s Office... .. | 3.20 | 2.11 | 57.90 | ditto. | |
| TANJAVUR. | Gurbetta { Engr's Office ... | 0.31 | 0.51 | 57.15 | ditto. | |
| | Tanjavur ... | 0.62 | 0.58 | 66.70 | ditto. | |
| | Tanjavur ... | 2.04 | 0.25 | 49.34 | ditto. | From 6th February. |
| TANJAVUR. | Tanjavur ... | 1.07 | 1.10 | 64.29 | ditto. | |

| DIVISION. | Stations. | Rainfall from 21st to 27th August 1871. | Rainfall from 28th Aug. to 3rd Sept. 1871. | RAIN FROM 1st JANUARY 1871. | | REMARKS. |
|-------------|-----------------------------------|---|--|-----------------------------|-----------------|--------------------------------------|
| | | | | Rain. | Up to date. | |
| PRESIDENCY. | Kishnaghur ... | 3.00 | 1.14 | 49.54 | 3rd Sept. 1871 | |
| | Bongong ... | 4.31 | 1.28 | 63.57 | ditto. | |
| | Ranaghat ... | 2.19 | 0.37 | 48.42 | ditto. | |
| | Meherpore ... | 5.94 | 0.85 | 48.50 | ditto. | |
| | Choochdangah ... | Not received | 2.10 | 63.45 | ditto. | Not received 21st to 27th August. |
| | Kooshteah ... | 3.07 | 1.56 | 64.68 | ditto. | |
| | Jessore ... | 4.31 | 1.07 | 71.90 | ditto. | |
| | Khoolnah ... | 2.01 | 2.03 | 61.88 | ditto. | From 16th February. |
| | Jenidah ... | 7.44 | Not received | 73.75 | 27th Aug. 1871 | From 6th March. |
| | Nurail ... | 1.08 | ditto | 51.05 | ditto | From 3rd April. |
| | Magoorah ... | 2.27 | ditto | 35.22 | ditto | ditto. |
| | Bagirhaut ... | 3.97 | ditto | 64.39 | ditto | ditto. |
| | Saugor Island ... | 0.50 | 0.70 | 74.60 | 3rd Sept. 1871. | |
| | Calcutta ... | 2.81 | 0.84 | 76.09 | ditto. | |
| | Alipore { Jail ... | 2.92 | 1.13 | 80.59 | ditto. | |
| | { Hospital... | 2.56 | 1.11 | 79.32 | ditto. | |
| | Barrackpore ... | 2.25 | 0.10 | 75.50 | ditto. | |
| | Dum-Dum ... | 1.08 | 0.87 | 54.04 | ditto. | |
| | Baraset ... | 0.98 | 0.25 | 55.97 | ditto. | |
| | Satkerah ... | 3.15 | 1.15 | 64.18 | ditto. | |
| DACCA. | Busseerhaut ... | 2.06 | 1.05 | 62.06 | ditto. | |
| | Diamond Harbour ... | 0.72 | 0.77 | 69.09 | ditto. | |
| | Barripore ... | 5.65 | 1.00 | 73.09 | ditto. | |
| | Dacca { Telegraph Office ... | 1.58 | 1.42 | 74.88 | ditto. | |
| | { Jail ... | 1.60 | 0.80 | 69.50 | ditto. | |
| | Burrisaul ... | 3.06 | 1.77 | 74.70 | ditto. | |
| | Dowlat Khan ... | 7.41 | 0.51 | 84.56 | ditto. | |
| | Perozepore ... | 3.62 | 1.72 | 76.15 | ditto. | |
| | Madaripore ... | 3.32 | 1.23 | 66.27 | ditto. | |
| | Furteedpore ... | 6.08 | 1.01 | 77.55 | ditto. | |
| | Goalundo ... | 4.65 | 0.17 | 41.96 | ditto. | From 5th June. |
| | Mymensing ... | 7.44 | 7.03 | 92.17 | ditto. | |
| CHITTAGONG. | Jamalpore ... | 7.12 | Not received | 62.15 | 27th Aug. 1871 | Not received 12th to 18th June. |
| | Atteah ... | 3.77 | 0.76 | 81.53 | 3rd Sept. 1871. | |
| | Kishoregunge ... | 4.07 | 3.53 | 84.97 | ditto. | |
| | Sylhet ... | 10.78 | 3.15 | 110.20 | ditto. | |
| | Cachar ... | 5.84 | Not received | 70.04 | 27th Aug. 1871. | Not received 10th to 23rd July. |
| | Hylakandy ... | 4.70 | ditto | 60.54 | ditto | Not received 31st July to 8th Aug. |
| | Koyah ... | 4.33 | ditto | 84.60 | ditto | |
| | Chittagong { Telegraph Office ... | 7.30 | 2.20 | 86.88 | 3rd Sept. 1871. | |
| | { Jail ... | 7.02 | 2.02 | 90.29 | ditto. | |
| | Cox's Bazar ... | 5.99 | Not received | 142.44 | 27th Aug. 1871 | |
| COCH BHRAR. | Rangamata Hill ... | 6.36 | ditto | 78.22 | ditto. | |
| | Noakhully ... | 4.84 | 2.43 | 96.93 | 3rd Sept. 1871. | |
| | Tipperah ... | 8.70 | 1.60 | 84.77 | ditto. | |
| | Brahmanbariah ... | 8.58 | 3.48 | 90.12 | ditto. | |
| | Akyab ... | 8.80 | Nil | 163.30 | ditto. | |
| COCH BHRAR. | Buxa ... | 10.33 | 14.16 | 153.46 | ditto. | |
| | Gowalparah ... | 3.96 | 2.86 | 78.41 | ditto. | |
| | Dhobree ... | 7.80 | 2.10 | 54.76 | ditto. | Not recorded 27th Feb. to 5th March. |
| | Tura (Garo Hills) ... | 8.01 | Not received | 82.75 | 27th Aug. 1871. | |
| | Darjeeling { Telegraph Office ... | Not received | ditto | 70.69 | 31st July 1871. | |
| | { Hospital ... | 9.34 | 2.34 | 90.77 | 3rd Sept. 1871. | |
| | Rungbee ... | Not received | Not received | 117.04 | 31st July 1871. | |
| ASSAM. | Falacottah ... | ditto | ditto | 43.97 | 6th Aug. 1871. | |
| | Julpigoree ... | 11.27 | 4.33 | 70.78 | 3rd Sept. 1871. | |
| | Boda ... | 6.85 | 4.50 | 50.63 | ditto. | |
| | Tezpor ... | 8.56 | Not received | 69.81 | 27th Aug. 1871. | |
| | Nowgong ... | 21.30 | ditto | 95.17 | ditto. | |
| | Mungledye ... | 6.50 | ditto | 58.24 | ditto. | From 30th January. |
| | Burpettah ... | 6.23 | ditto | 66.16 | ditto. | |
| | Gowhaty ... | 3.52 | 0.38 | 48.37 | 3rd Sept. 1871. | |
| | Seebangor ... | 13.15 | Not received | 98.71 | 27th Aug. 1871. | |
| | Jorehaut ... | 6.08 | ditto | 74.82 | ditto. | From 27th February. |
| | Golaghat ... | 7.71 | ditto | 88.10 | ditto. | |
| | Nazeerah ... | 5.19 | ditto | 85.12 | ditto. | |
| | Debrooghur ... | 1.70 | ditto | 80.25 | ditto. | |
| | Suddya ... | 4.82 | ditto | 71.34 | ditto. | Not received 31st July to 6th Aug. |
| | Shillong ... | 6.40 | ditto | 54.92 | ditto. | |
| | Cherrapunjee ... | 23.27 | ditto | 259.43 | ditto. | From 18th February. |
| | Jowai ... | 9.70 | ditto | 92.69 | ditto. | |
| | Samooogooding ... | Not received | ditto | 36.69 | 20th Aug. 1871. | |

CALCUTTA,
The 9th September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of Bengal.

Meteorological Telegraphic Report for the period 3rd to 9th September 1871.

| STATIONS. | * Date. | Hour. | Barometer reduced to 32°. | Barometer reduced to sea-level. | THERMOMETER. | | Humidity Sat. =100. | WIND. | | Rain. | Clouds. | Weather initials. |
|---------------|---------|-------|---------------------------|---------------------------------|--------------|------|---------------------|------------|-----------|-------|-----------|-------------------|
| | | | | | Dry. | Wet. | | Direction. | Velocity. | | | |
| CALCUTTA. | Sept. | | | | | | | | | | | |
| | 3rd | 10 | 29.732 | 29.750 | 84.5 | 80.5 | 83 | S S W | ... | ... | S | |
| | 16 | | 29.655 | 29.673 | 85.4 | 81.7 | 84 | S by W | ... | ... | S | |
| | 4th | 10 | 29.746 | 29.764 | 87.0 | 82.7 | 83 | S by W | ... | ... | K | scuds from s by w |
| | 16 | | 29.709 | 29.727 | 79.6 | 78.5 | 93 | W by N | ... | ... | | |
| | 5th | 10 | 29.775 | 29.793 | 85.3 | 79.6 | 77 | S W | ... | 3.25 | CS | |
| | 16 | | 29.686 | 29.704 | 78.0 | 77.0 | 95 | S S E | ... | 0.05 | | o, v |
| | 6th | 10 | 29.765 | 29.783 | 81.2 | 78.5 | 88 | S by W | ... | 1.33 | CK, K | |
| | 16 | | 29.647 | 29.665 | 83.0 | 79.0 | 83 | S by E | ... | 0.24 | CK | |
| | 7th | 10 | 29.735 | 29.753 | 83.7 | 80.5 | 85 | S | ... | ... | K | |
| | 16 | | 29.587 | 29.605 | 83.5 | 79.3 | 83 | S S W | ... | ... | K, C | o, r |
| | 8th | 10 | 29.668 | 29.686 | 88.0 | 80.8 | 79 | S | ... | 0.20 | N, S | |
| SAGOR ISLAND. | 16 | | 29.519 | 29.537 | 89.0 | 82.7 | 76 | S by E | ... | ... | K | |
| | 9th | 10 | 29.697 | 29.625 | 83.8 | 80.0 | 83 | E by N | ... | ... | K, N | |
| | 16 | | 29.480 | 29.498 | 84.0 | 81.0 | 87 | S E | ... | 0.08 | | |
| | 3rd | 10 | 29.751 | 29.757 | 84 | 81 | 87 | S W | 19.9* | 0.20 | N | b, p, v |
| | 16 | | 29.602 | 29.608 | 87 | 83 | 83 | S S W | 15.7* | ... | N | o |
| | 4th | 10 | 29.781 | 29.787 | 88 | 84 | 83 | S S W | 15.2* | ... | N | b, u |
| | 16 | | 29.677 | 29.683 | 87 | 84 | 87 | S S W | 17.1* | ... | N | o, u |
| | 5th | 10 | 29.787 | 29.793 | 83 | 84 | 83 | W S W | 4.1* | ... | N | b |
| | 16 | | 29.690 | 29.696 | 82 | 80 | 91 | S | 14.6* | 1.20 | N | o, v, u |
| | 6th | 10 | 29.790 | 29.796 | 81 | 80 | 95 | S S E | 3.5* | 1.10 | N | o, r |
| | 16 | | 29.658 | 29.664 | 82 | 80 | 91 | S S W | 18.1* | 0.10 | N | b, v, u |
| | 7th | 10 | 29.741 | 29.747 | 83 | 81 | 91 | S | 10.9* | 0.40 | N | b, d, u |
| CHITTAGONG. | 16 | | 29.693 | 29.699 | 82 | 80 | 91 | S S W | 10.1* | 0.40 | N | o, v, u |
| | 8th | 10 | 29.681 | 29.687 | 86 | 82 | 83 | S S W | 6.2* | 0.10 | N | b, u, v |
| | 16 | | 29.538 | 29.542 | 88 | 82 | 76 | S S E | 4.4* | ... | K, S | |
| | 9th | 10 | 29.608 | 29.614 | 89 | 84 | 80 | N E | 14.0* | ... | N | b |
| | 16 | | 29.497 | 29.503 | 85 | 82 | 87 | S E | 4.7* | 0.50 | N | b, u, v |
| | 2nd | 10 | 29.743 | 29.852 | 86 | 81 | 79 | E S E | 4.5* | 0.20 | K | b, v |
| | 16 | | 29.628 | 29.737 | 86 | 80 | 75 | S W | 9.7* | ... | K, KS | b |
| | 3rd | 10 | 29.728 | 29.839 | 81 | 78 | 86 | S W | 4.2* | 0.70 | KS | p, u |
| | 16 | | 29.627 | 29.739 | 77 | 76 | 95 | N W | 5.6* | 1.20 | N | d, o, g |
| | 4th | 10 | 29.738 | 29.848 | 84 | 81 | 87 | E | 3.5* | 0.50 | K, C | b, t |
| | 16 | | 29.641 | 29.750 | 86 | 81 | 79 | W S W | 10.8* | 0.10 | K, KS | p |
| | 5th | 10 | 29.723 | 29.833 | 85 | 79 | 75 | S E | 3.9* | 0.20 | K, KS | o, v |
| MADRAS. | 16 | | 29.631 | 29.741 | 85 | 80 | 79 | S W | 11.9* | ... | K, C | b |
| | 6th | 10 | 29.713 | 29.823 | 88 | 81 | 75 | S W | 3.8* | 0.30 | K, C | b, v |
| | 16 | | 29.609 | 29.718 | 87 | 80 | 72 | S W | 9.4* | ... | K, KS | b |
| | 7th | 10 | 29.691 | 29.800 | 86 | 80 | 75 | E | 2.3* | ... | K, CS | b |
| | 16 | | 29.546 | 29.655 | 87 | 80 | 72 | S | 10.1* | ... | K, CK | b |
| | 8th | 10 | 29.612 | 29.722 | 85 | 80 | 79 | N W | 4.3* | ... | K, KS | u |
| | 16 | | 29.472 | 29.582 | 83 | 80 | 87 | S | 6.3* | ... | N | d, u, t |
| | 9th | 10 | 29.576 | 29.687 | 84 | 79 | 79 | N N E | ... | ... | KS | u |
| | 16 | | 29.464 | 29.575 | 83 | 78 | 78 | N W | 4.6* | 0.40 | C, KS, N | d |
| | 3rd | 10 | 29.808 | 29.838 | 80 | 76 | 52 | W N W | 6* | ... | ..... | b |
| | 16 | | 29.699 | 29.729 | 89 | 76 | 52 | N by W | 10* | ... | ..... | b |
| | 4th | 10 | 29.842 | 29.872 | 89 | 77 | 59 | S by E | 5* | ... | ..... | bc |
| CUTTACK. | 16 | | 29.719 | 29.749 | 87 | 77 | 61 | N N W | 9* | ... | ..... | bc |
| | 5th | 10 | 29.822 | 29.862 | 92 | 77 | 48 | S by W | 8* | ... | ..... | bc |
| | 16 | | 29.719 | 29.749 | 89 | 79 | 62 | N E | 6* | ... | ..... | bc |
| | 6th | 10 | 29.827 | 29.857 | 89 | 76 | 52 | S E by S | 9* | ... | ..... | bc |
| | 16 | | 29.684 | 29.714 | 87 | 77 | 61 | N N W | 9* | ... | ..... | bc |
| | 7th | 10 | 29.808 | 29.838 | 87 | 77 | 61 | S E | 10* | 0.01 | ..... | bc |
| | 16 | | 29.678 | 29.703 | 86 | 77 | 64 | N N W | 4* | 0.01 | ..... | bc |
| | 8th | 10 | 29.787 | 29.817 | 87 | 74 | 51 | S S E | 13* | ... | ..... | bc |
| | 16 | | 29.650 | 29.680 | 80 | 75 | 78 | S | 11* | 0.48 | ..... | bc |
| | 3rd | 10 | 29.696 | 29.778 | 87 | 80 | 72 | W N W | 0.3* | 1.10 | C | fair |
| | 16 | | 29.616 | 29.697 | 91 | 81 | 63 | S S W | 0.5* | ... | C, KS | sultry |
| | 4th | 10 | 29.726 | 29.808 | 88 | 82 | 76 | S W | 0.4* | ... | KS | cloudy |
| AKTAP. | 16 | | 29.677 | 29.760 | 78 | 76 | 90 | W | 0.4* | ... | N | |
| | 5th | 10 | 29.729 | 29.811 | 85 | 81 | 83 | W S W | 0.1* | 1.60 | KS, C | |
| | 16 | | 29.737 | 29.820 | 77 | 76 | 95 | N N E | 0.4* | ... | N | o |
| | 6th | 10 | 29.737 | 29.820 | 79 | 77 | 90 | E S E | 0.1* | 2.00 | N | o |
| | 16 | | 29.624 | 29.706 | 83 | 79 | 83 | S S W | 0.2* | ... | KS, N | |
| | 7th | 10 | 29.674 | 29.756 | 85 | 80 | 79 | W S W | ... | ... | KS | fair |
| | 16 | | 29.580 | 29.642 | 85 | 80 | 79 | S S W | 0.3* | ... | KS | t, l |
| | 8th | 10 | 29.600 | 29.682 | 87 | 81 | 76 | N N W | 0.1* | ... | C, K, KS | cloudy |
| | 16 | | 29.500 | 29.582 | 86 | 80 | 75 | S S E | 0.2* | ... | N | t, l, w |
| | 2nd | 10 | 29.831 | 29.846 | 84 | 80 | 83 | E | 1 | ... | CK, KS | b |
| | 16 | | 29.710 | 29.725 | 85 | 80 | 79 | W | 1 | ... | CS, K | b |
| | 3rd | 10 | 29.805 | 29.820 | 89 | 80 | 87 | S E | 1 | ... | K, CK, CS | b |
| | 16 | | 29.710 | 29.725 | 85 | 80 | 79 | W N W | 1 | ... | K, KS | b |
| | 4th | 10 | 29.821 | 29.836 | 84 | 80 | 83 | S E | 1 | 0.90 | K, CK, CS | b |
| | 16 | | 29.717 | 29.782 | 86 | 80 | 75 | W | 1 | ... | K, C, CS | b |
| | 5th | 10 | 29.834 | 29.849 | 83 | 79 | 83 | E | 1 | ... | KS | o |
| | 16 | | 29.713 | 29.728 | 84 | 79 | 79 | W | 2 | ... | KS | b |
| | 6th | 10 | 29.816 | 29.831 | 83 | 79 | 87 | S | 1 | ... | K, KS | g |
| | 16 | | 29.690 | 29.695 | 85 | 80 | 79 | W | 1 | ... | S, KS | g |
| | 7th | 10 | 29.765 | 29.780 | 83 | 79 | 83 | S E | 1 | ... | C, K, CS | b |
| | 16 | | 29.620 | 29.635 | 85 | 80 | 79 | N W | 1 | ... | K | t, g |
| | 8th | 10 | 29.694 | 29.709 | 76 | 74 | 90 | N | 1 | 1.40 | N | r |
| | 16 | | 29.574 | 29.589 | 80 | 78 | 91 | N N W | 1 | 0.10 | K, KS | g |
| | 9th | 10 | 29.637 | 29.652 | 82 | 79 | 87 | E S E | 1 | 0.10 | K, KS | d |
| | 16 | | 29.554 | 29.569 | 80 | 77 | 86 | S | 1 | 0.10 | K, KS, CS | g |

* Velocity of wind in miles per hour.

CALCUTTA.
The 9th September 1871.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of Bengal.

Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 1st to 7th September 1871.

| Month. | Date. | Mean reduced barometer. | THERMOMETER. | | | Mean dry bulb. | Mean wet bulb. | Computed mean dew-point. | Mean degree of humidity. | WIND. | | | Rain. | Moon's phases. | GENERAL REMARKS. |
|--------|-------|-------------------------|------------------|-----------------|-----------------------|----------------|----------------|--------------------------|--------------------------|-----------------------|----------------|-----------------|-------|----------------|--|
| | | | Highest reading. | Lowest reading. | Max. solar radiation. | | | | | Prevailing direction. | Max. pressure. | Daily velocity. | | | |
| | | Inches. | ° | ° | ° | ° | ° | ° | | | lb | Miles. | In. | | |
| Sept. | 1st | 29.755 | 86.5 | 80.8 | 147.2 | 83.3 | 80.5 | 78.5 | 0.86 | S by W & S S W | ... | 22.8 | ... | ... | Cirri and cumuli. Drizzled at 1 P.M. |
| | 2nd | 707 | 88.5 | 80.6 | 140.5 | 83.6 | 80.5 | 78.3 | .85 | S by W & S S W | 1.0 | 65.7 | ... | ... | Stratoni and cirri. Drizzled at 8 A.M. |
| | 3rd | 684 | 87.2 | 81.5 | 137.6 | 83.9 | 80.8 | 78.6 | .85 | S by W & S S W | ... | 101.1 | ... | ... | Stratoni and cirri. Lightning on S W at 7 and 8 P.M. |
| | 4th | 709 | 91.0 | 79.0 | 151.0 | 83.3 | 80.5 | 78.5 | .86 | S by W & S W | 2.4 | 146.0 | 3.25 | ... | Stratoni, cumuli, and overcast. Brisk wind at 3½ P.M. Thunder at 4, and from 12½ A.M. to 6 P.M. Lightning at 4 A.M. and from 4 to 8 P.M. Heavy rain from 3½ to 4½ P.M., and slight rain from 4½ to 11 P.M. |
| | 5th | 727 | 87.7 | 78.0 | 147.0 | 81.2 | 79.0 | 77.5 | .89 | S W & S by W | 1.9 | 75.9 | 1.28 | ... | Cirri, cirrostrati, and overcast. Brisk wind at 3½ P.M. Thunder at 3½ and 5 P.M. Lightning at 5 P.M. Rain from 1½ to 9 P.M. |
| | 6th | 714 | 86.5 | 79.0 | 150.6 | 81.7 | 79.3 | 77.6 | .88 | S by W & S | ... | 41.0 | 0.35 | ... | Overcast, cumuli, and stratoni. Slight rain from 3 to 5 and 9½ A.M. |
| | 7th | 673 | 87.4 | 78.5 | 144.5 | 82.0 | 79.5 | 77.7 | .87 | S & S by E | 0.6 | 125.1 | 0.20 | ☾ | Cirri, cumuli, and clear. Rain at 4 P.M. |

The mean barometer as likewise the dry and wet bulb thermometer means are derived from the twenty-four hourly observations made during the day.

The dew-point is computed with the Greenwich constants.—The figures in column 10 represent the humidity of the air, the complete saturation of which being taken at unity.—The receiver of the lower rain gauge is 1½ feet, and that of the anemometer 70 feet 10 inches, above the level of the ground.—The velocity of wind, as indicated by Robinson's anemometer, is registered from noon to noon.

| | | |
|---|---------------------------|---------|
| The extreme variation of temperature during the past seven days | ... | 13.0 |
| The max. temperature during the past seven days | ... | 91.0 |
| The max. temperature during the corresponding period of the past year | ... | 87.0 |
| The mean humidity during the past seven days | ... | 0.87 |
| The mean humidity during the corresponding period of the past year | ... | 0.89 |
| | | Inches. |
| The total fall of rain from 1st to 7th | ... { by lower rain gauge | 5.08 |
| | ... { by anemometer gauge | 4.65 |
| Ditto ditto average of seventeen previous years | ... | 2.28 |
| Ditto between the 1st January and the 7th September | ... | 81.43 |
| Ditto ditto ditto ditto, average of seventeen previous years... | ... | 53.57 |

GOPEENATH SEN,
In charge of the Observatory.

The 8th September 1871.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY—MAIN LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 1,279½ miles open.

| | COACHING TRAFFIC. | | | | MERCHANDISE AND MINERAL TRAFFIC. | | | | Total traffic receipts. |
|---|-----------------------|--------------------|--------------|--|----------------------------------|----------------|--------------|--------------|-------------------------|
| | Number of passengers. | Coaching receipts. | | | Weight carried. | Receipts. | | | |
| | | Rs. As. P. | £ s. d. | | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. | |
| Total traffic for the week ... | 83,417 | 91,098 13 7 | 8,350 14 7 | | 867,016 20 | 2,08,044 7 6 | 19,070 14 10 | 27,421 9 5 | |
| Or per mile of railway ... | 613,623 | 71 3 2 | 6 10 7 |  | ..... | 162 9 7 | 14 18 1 | 21 8 8 | |
| For previous 7 weeks of half-year ... | 613,623 | 7,27,969 9 5 | 66,730 10 11 | | 2,715,437 20 | 16,41,310 4 3 | 150,453 8 10 | 217,183 10 9 | |
| Total for 8 weeks ... | 697,040 | 8,19,068 7 0 | 75,081 5 6 | | 3,082,454 0 | 18,49,354 11 9 | 169,524 3 8 | 244,605 9 2 | |
| COMPARISON. | | | | | | | | | |
| Total for corresponding week of previous year ... | 76,934 | 95,199 0 11 | 8,726 11 7 | | 399,565 10 | 2,96,583 13 1 | 27,186 17 0 | 35,913 8 7 | |
| Per mile of railway corresponding week of previous year ... | ..... | 84 2 2 | 7 14 3 |  | ..... | 262 1 10 | 24 0 7 | 31 14 10 | |
| Total to corresponding date of previous year ... | 719,509½ | 8,96,955 11 8 | 82,220 18 10 | | 3,944,335 30 | 27,29,235 2 2 | 250,179 17 9 | 332,406 16 7 | |

EAST INDIAN RAILWAY—JUBBULPORE LINE.

Approximate Return of Traffic for week ended 26th August 1871, on 223 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|---------|-------------|------------|------------|-------------|------------|-------------|
| Total traffic for the week ... | 3,438 | 7,807 6 5 | 715 13 7 | 33,129 10 | 8,970 9 6 | 822 6 1 | 1,537 19 8 |
| Or per mile of railway ... | ..... | 35 0 2 | 3 4 2 | ..... | 40 3 8 | 3 13 9 | 6 17 11 |
| For previous 7 weeks of half-year ... | 24,745½ | 60,140 0 6 | 5,512 16 9 | 236,109 10 | 55,672 9 6 | 5,048 6 5 | 10,561 3 2 |
| Total for 8 weeks ... | 28,183½ | 67,947 6 11 | 6,228 10 4 | 269,298 20 | 64,043 8 0 | 5,870 12 6 | 12,099 2 10 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 2,842½ | 6,907 7 11 | 633 3 9 | 13,907 0 | 4,786 2 1 | 438 14 7 | 1,071 18 4 |
| Per mile of railway corresponding week of previous year ... | ..... | 30 15 7 | 2 16 10 | ..... | 21 7 5 | 1 19 4 | 4 16 2 |
| Total to corresponding date of previous year ... | 26,572½ | 68,180 14 5 | 6,240 18 4 | 139,674 0 | 44,064 11 9 | 4,039 5 4 | 10,289 3 8 |

EASTERN BENGAL RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 156½ miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|---------------|-------------|--------------|----------------|-------------|--------------|
| Total traffic for the week ... | 22,993½ | 11,887 0 9 | 1,089 12 11 | 163,110 28 | 56,573 7 5 | 5,185 18 0 | 6,275 10 11 |
| Or per mile of railway ... | 147 | 75 15 4 | 6 19 3 | 1,042 0 | 361 7 10 | 33 2 9 | 40 2 0 |
| For previous 8 weeks of half-year ... | 196,686½ | 1,07,152 9 7 | 9,822 6 5 | 927,114 33 | 3,51,919 6 5 | 32,259 5 6 | 42,931 11 11 |
| Total for 9 weeks ... | 219,680 | 1,19,039 10 4 | 10,911 19 4 | 1,090,235 21 | 4,08,492 13 10 | 37,445 3 6 | 48,357 2 10 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 25,436 | 11,622 10 2 | 1,065 8 2 | 107,713 1 | 25,444 3 4 | 2,332 7 9 | 3,597 15 11 |
| Per mile of railway corresponding week of previous year ... | 251 | 102 10 1 | 9 8 2 | 951 0 | 224 10 9 | 20 11 11 | 50 0 1 |
| Total to corresponding date of previous year ... | 203,288 | 1,02,343 1 7 | 9,381 9 1 | 823,137 34 | 1,55,500 7 2 | 14,259 14 3 | 23,641 3 4 |

CALCUTTA AND SOUTH-EASTERN STATE RAILWAY.

Approximate Return of Traffic for week ended 26th August 1871, on 28 miles open.

| | | Rs. As. P. | £ s. d. | Mds. Srs. | Rs. As. P. | £ s. d. | £ s. d. |
|---|----------|-------------|------------|------------|------------|----------|-------------|
| Total traffic for the week ... | 4,226½ | 675 12 9 | 67 11 7 | 10,489 0 | 323 13 3 | 32 7 8 | 90 10 3 |
| Or per mile of railway ... | 151 | 24 2 2 | 2 8 3 | 374 24 | 11 9 0 | 1 3 1 | 3 11 4 |
| For previous 21 weeks of half-year ... | 129,650½ | 23,841 15 0 | 2,384 3 10 | 214,742 20 | 6,375 8 3 | 637 11 1 | 3,021 14 11 |
| Total for 22 weeks ... | 133,877 | 24,517 11 9 | 2,451 15 5 | 225,231 20 | 6,699 5 6 | 669 18 9 | 3,121 14 2 |
| COMPARISON. | | | | | | | |
| Total for corresponding week of previous year ... | 4,023½ | 705 15 0 | 70 11 11 | 7,055 24 | 234 10 9 | 23 9 4 | 94 1 3 |
| Per mile of railway corresponding week of previous year ... | 144 | 25 3 5 | 2 10 5 | 252 0 | 8 6 1 | 0 16 9 | 3 7 2 |
| Total to corresponding date of previous year ... | 118,970½ | 20,292 4 0 | 2,029 4 6 | 219,878 24 | 7,635 0 6 | 763 10 1 | 2,792 14 7 |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Kendraparah Canal during the month of July 1871.

DISTANCE FROM CUTTACK TO TERMINAL LOCK AT TIDE WATER, 42 MILES.

| LOCAL TRAFFIC. | | | | TRAFFIC BETWEEN CUTTACK AND SEA-BOARD. | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | ABSTRACT. | | | | | | | | | | |
|------------------|------------------|----------|--------|--|------------------|------------------|----------|--|----------|------------------|--------------------|-------------------|----------|--------------|----------|----------|-------------|----------|------------|----------|------------|---------|
| Number of boats. | Nature of cargo. | Tonnage. | | Tollage. | Number of boats. | Nature of cargo. | Tonnage. | | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. | | | | | | | |
| | | Munds. | Tons. | | | | Munds. | Tons. | | | | | | | | | | | | | | |
| 8 | Passengers... | 2,338 | ... | 23 9 2 | 13 | Passengers... | 4,691 | ... | 68 9 2 | 3 | Local ... | ... | ... | ... | ... | 101 | Local ... | 27,602 | 897 1 1/2 | 14,503 | Rs. As. P. | 128 1 2 |
| 16 | Jaggery ... | 20,205 | ... | 23 2 0 | 17 | Jaggery ... | 10,080 | ... | 49 10 0 | 0 | Rubble stones... | 288 | ... | ... | 5 8 0 | 306 | Through ... | 5,17,073 | 2,674 | 1,06,900 | 1,020 14 2 | |
| 3 | Salt ... | 2,275 | 455 | 2 8 0 | 6 | Salt ... | 5,193 | 1,039 | 14 4 0 | 6 | Lime ... | 529 | ... | ... | 10 0 0 | 25 | Trn. works | 1,354 | 300 1 1/2 | 6,381 | 46 14 0 | |
| 33 | Paddy ... | 10,064 | ... | 60 10 0 | 5 | Hides ... | 49,470 | 4,947 | 70 14 0 | 10 | Firewood | 241 | ... | ... | 18 14 0 | ... | ... | ... | ... | ... | ... | |
| 41 | Paddy ... | 2,626 | ... | 16 4 0 | 157 | Paddy ... | 18,311 | 36,623 | 484 10 0 | 2 | Shoots ... | 296 | ... | ... | 5 12 0 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | 4 | Oil-cakes ... | 208 | 1,073 | 18 2 0 | 9 | Empty ... | ... | ... | ... | 6 12 0 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | 9 | Gingilly seed | 1,859 | 7,539 | 111 6 0 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | 6 | Spices ... | 22,290 | 4,458 | 63 0 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | 1 | Treasure ... | 4,00,000 | 650 | 9 12 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | 90 | Empty ... | 9,923 | ... | 129 11 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 101 | ... | 27,602 | 19,542 | 697 1 1/2 | 74,879 | 2,674 | 1,06,900 | 1,020 14 2 | 25 | ... | 8,678 | 300 1 1/2 | 5,381 | 433 | ... | 5,46,029 | 3,681 1/2 | 1,36,844 | 1,193 13 4 | | | |

The tonnage shown is that of the boats and not of the cargo.

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the First Section of the High Level Canal during the month of July 1871.
LENGTH OF CANAL OPEN, 26 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | | REMARKS. | | | | | | | | | |
|------------------|------------------|-----------------------------|----------|-------|--------------|----------|---------------------------|------------------|-----------------------------|--|-------|--------------|----------|------------------|--------------------|-------------------|----------|--------------|----------|-----------|------------|-----|-----|-----|----------|-------|-------|-------|--------|-----|-------|-----|-----|---|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats or rafts. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. | | | | | | | | | | | | | | | |
| | | | Maunder. | Tons. | | | | | | Maunder. | Tons. | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | Jaggery | Rs. As. P. | 1,080 | 0 | 0 | 652 | ... | ... | ... | Rs. As. P. | 47 | 0 | 0 | 2,383 | ... | ... | ... | ... | ... | ... | Rs. As. P. | 11 | 12 | 0 | 81 | Local | 1,914 | 8 | 0 | 177 | 2,671 | 40 | 13 | 7 |
| 8 | Passengers | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 23 | Empty | ... | ... | ... | ... | 933 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 5 | Paddy | ... | 400 | 0 | 0 | 855 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 12 | Straw | ... | 1,450 | 0 | 0 | 104 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 3 | Firewood | ... | 15 | 8 | 0 | 223 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Rice | ... | 120 | 0 | 0 | 110 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 2 | Lime | ... | 125 | 0 | 0 | 662 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Bamboos | ... | 10 | 0 | 0 | 40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 1 | Spices | ... | 50 | 0 | 0 | 31 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 61 | | | 1,914 | 8 | 0 | 4,907 | 177 | 2,671 | 40 | 13 | 7 | 70 | | 11,022 | 12 | 0 | 23,422 | 1,015 | 12,680 | 183 | 1 | 7 | 131 | | 12,937 | 4 | 0 | 1,192 | 15,362 | 223 | 15 | 2 | | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Taldundah Canal during the month of July 1871.
LENGTH OF CANAL OPEN, 15 MILES; AND FOR IRRIGATION, 6 MILES.

| LOCAL TRAFFIC. | | | | | | | | | | STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | | | | ABSTRACT. | | | | |
|------------------|------------------------|-----------------------------|----------|-------|---------------|-------------------|----------------------------|---------------------|-----------------------------|--|--------|---------------|--------------------|------------------|--------------------|-------------------|----------|---------------|----------|--|--|--|--|--|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mile-age. | Tollage. | Num-ber of boats or rafts. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mile-age. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mile-age. | Tollage. | REMARKS. | | | | |
| | | | Maunds. | Tons. | | | | | | Maunds. | Tons. | | | | | | | | | | | | | |
| 6 | Paddy | Rs. 840 | 2,008 | ... | ... | Rs. As. P. 5 11 9 | 53 | Laterite stone | Rs. 1,012 | 49,670 | ... | ... | Rs. As. P. 124 8 0 | ... | ... | ... | ... | ... | ... | The tonnage shown is that of the boats and not of the cargo. | | | | |
| 8 | Passengers, 134 in no. | ... | ... | ... | ... | 0 5 7 | 4 | Chill stone | 185 | 2,330 | ... | ... | 5 13 0 | ... | ... | ... | ... | ... | ... | | | | | |
| | Carls, 4 | ... | ... | ... | ... | 0 4 0 | 19 | Rubble stone | 302 | 9,164 | ... | ... | 23 14 6 | ... | Local | 840 | 115½ | 615 | 14 11 7 | | | | | |
| 10 | Palaukeen, 1 | ... | ... | ... | ... | 0 1 0 | 2 | Sand cut stone | 70 | 1,078 | ... | ... | 3 11 0 | ... | ... | ... | ... | ... | ... | | | | | |
| | Empty | ... | 1,230 | ... | ... | 3 7 3 | 17 | Lime | 1,650 | 7,396 | ... | ... | 19 14 9 | ... | Iron works | 3,275 | 3,771½ | 39,162½ | 264 7 0 | | | | | |
| 5 | Demurrage | ... | ... | ... | ... | 4 14 0 | 1 | Bamboos, 600 in no. | 6 | ... | ... | ... | 0 8 0 | ... | ... | ... | ... | ... | ... | | | | | |
| ... | ... | ... | ... | ... | ... | ... | 1 | Iron goods for lock | 50 | 39 | ... | ... | 0 1 0 | ... | ... | ... | ... | ... | ... | | | | | |
| ... | ... | ... | ... | ... | ... | ... | 3 | Empty | ... | 76 | ... | ... | 0 3 0 | ... | ... | ... | ... | ... | ... | | | | | |
| ... | ... | ... | ... | ... | ... | ... | 98 | Ditto | ... | 35,269 | ... | ... | 83 2 9 | ... | ... | ... | ... | ... | ... | | | | | |
| 29 | | 840 | 3,236 | 115½ | 615 | 14 11 7 | 196 | | 3,275 | 105,592 | 3,771½ | 39,162½ | 264 7 0 | 225 | | 4,115 | 3,887 | 39,777½ | 279 2 7 | | | | | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

ORISSA CIRCLE.

Statement showing the amount of Traffic and Tolls on the Matchgong Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 15 MILES.

| STORES AND MATERIALS FOR IRRIGATION WORKS. | | | | | | | ABSTRACT. | | | | | | REMARKS. |
|--|------------------|-------------------------------|----------|-------|---------------|------------|------------------|--------------------|-------------------|----------|---------------|------------|--|
| Number of boats or rafts. | Nature of cargo. | Ap-proxi-mate value of cargo. | TONNAGE. | | Ton mile-age. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mile-age. | Tollage. | |
| | | | Maunds. | Tons. | | | | | | | | | |
| | | Rs. | | | | Rs. As. P. | | | Rs.As.P. | | | Rs. As. P. | The tonnage shown is that of the boats and not of the cargo. |
| 5 | Rubble stone ... | 800 | 1,387 | ... | ... | 3 7 4 | 10 | Irrgn. works. | 800 0 0 | 73 | 370 | 5 3 0 | |
| 5 | Empty ... | ... | 603 | ... | ... | 1 11 8 | ... | ... | ..... | ... | ... | ... |  |
| 10 | | 800 | 2,080 | 73 | 370 | 5 3 0 | 10 | | 800 0 0 | 73 | 370 | 5 3 0 | |

IRRIGATION BRANCH, PUBLIC WORKS DEPARTMENT, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the amount of Traffic and Tolls on the Midnapore Section of the High Level Canal during the month of July 1871.

LENGTH OF CANAL OPEN, 24 MILES.

| LOCAL TRAFFIC. | | | | | | | ABSTRACT. | | | | | | REMARKS. | |
|------------------|------------------------|-----------------------------|-----------|-------|--------------|------------|------------------|--------------------|-------------------|----------|--------------|------------|---|--|
| Number of boats. | Nature of cargo. | Approximate value of cargo. | TONNAGE. | | Ton mileage. | Tollage. | Number of boats. | Nature of traffic. | Value of traffic. | Tonnage. | Ton mileage. | Tollage. | | |
| | | | Maunds. | Tons. | | | | | | | | | | |
| | | Rs. | | | | Rs. As. P. | | | Rs. | | | Rs. As. P. | | |
| 43 | Coal ... | 4,141 | 18,700 | ... | ... | 83 14 0 | 1983 | Local ... | 5,96,116 | 9,756 | 81,668 | 1,303 3 0 | Canal Range I, Oolooberiah Lock, opened from 2nd July 1871. Bansheriah ditto, 4th July 1871. Canal Range III opened from 1st July 1871. | |
| 15 | Cotton ... | 23,552 | 3,000 | ... | ... | 14 1 6 | ... | ... | ... | ... | ... | ... | | |
| 8 | Firewood ... | 143 | 1,250 | ... | ... | 6 2 6 | ... | ... | ... | ... | ... | ... | | |
| 61 | Grain ... | 13,291 | 12,775 | ... | ... | 50 7 0 | ... | ... | ... | ... | ... | ... | | |
| 20 | Hides and horns | 11,315 | 3,000 | ... | ... | 15 14 0 | ... | ... | ... | ... | ... | ... | | |
| 67 | Jaggery & sugar | 25,752 | 18,400 | ... | ... | 70 6 6 | ... | ... | ... | ... | ... | ... | | |
| 47 | Metals ... | 1,89,990 | 14,600 | ... | ... | 54 12 6 | ... | ... | ... | ... | ... | ... | | |
| 213 | Miscellaneous ... | 12,081 | 28,925 | ... | ... | 117 9 3 | ... | ... | ... | ... | ... | ... | | |
| 72 | Oil and oil-seeds | 36,492 | 20,100 | ... | ... | 81 0 0 | ... | ... | ... | ... | ... | ... | | |
| 31 | Paddy and rice | 2,954 | 5,550 | ... | ... | 21 1 0 | ... | ... | ... | ... | ... | ... | | |
| 92 | Piece goods | 93,304 | 17,100 | ... | ... | 78 7 0 | ... | ... | ... | ... | ... | ... | | |
| 59 | Garden produce | 6,442 | 12,775 | ... | ... | 49 7 0 | ... | ... | ... | ... | ... | ... | | |
| 26 | Pottery ... | 552 | 6,375 | ... | ... | 23 7 0 | ... | ... | ... | ... | ... | ... | | |
| 43 | Salt ... | 34,293 | 15,875 | ... | ... | 72 9 6 | ... | ... | ... | ... | ... | ... | | |
| 23 | Silk and indigo | 1,07,256 | 4,000 | ... | ... | 18 14 6 | ... | ... | ... | ... | ... | ... | | |
| 1 | Jute ... | 300 | 325 | ... | ... | 1 3 6 | ... | ... | ... | ... | ... | ... | | |
| 2 | Straw ... | 62 | 675 | ... | ... | 3 0 6 | ... | ... | ... | ... | ... | ... | | |
| 35 | Tobacco ... | 33,998 | 10,675 | ... | ... | 49 7 0 | ... | ... | ... | ... | ... | ... | | |
| 13 | Tiles ... | 120 | 2,175 | ... | ... | 8 2 6 | ... | ... | ... | ... | ... | ... | | |
| 1 | Ghooting ... | 58 | 525 | ... | ... | 2 10 0 | ... | ... | ... | ... | ... | ... | | |
| 1 | Rafts of timber | 20 | Legs 2 | ... | ... | 0 4 0 | ... | ... | ... | ... | ... | ... | | |
| 407 | Empty ... | ... | 76,375 | ... | ... | 393 8 9 | ... | ... | ... | ... | ... | ... | | |
| 703 | Passengers | ... | No. 8,415 | ... | ... | 60 15 3 | ... | ... | ... | ... | ... | ... | | |
| ... | Miscellaneous revenue. | ... | ... | ... | ... | 25 14 3 | ... | ... | ... | ... | ... | ... | | |
| 1983 | | 5,96,116 | 2,73,175 | 9,756 | 81,668 | 1,303 3 0 | 1983 | | 5,96,116 | 9,756 | 81,668 | 1,303 3 0 | | |

The tonnage shown above is that of the boats and not of the cargo.

No. 38

of 1871



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, SEPTEMBER 20, 1871.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT, separately, on payment of six Rupees per annum if delivered in Calcutta, or twelve Rupees if sent by Post.

CONTENTS.

| | Page. | | Page. |
|--|-------|--|-------|
| Report on the state of the Salt Market for the 1st Quarter of 1871-72 | 627 | Meteorological Telegraphic Report for the period 16th to 16th September 1871 | 635 |
| Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different districts of the Lower Provinces of Bengal for the week ending 16th September 1871 | 631 | Results of the Meteorological Observations taken at the Surveyor-General's Office, Calcutta, from 8th to 14th September 1871 | 636 |
| Weekly Report of Rainfall compiled at the Meteorological Reporter's Office | 633 | Irrigation Operations of Lower Bengal up to 31st of July 1871 | 637 |
| | | Weekly Return of traffic receipts on Indian Railways | 638 |

Report on the State of the Salt Market for the 1st Quarter of 1871-72.

From F. B. PEACOCK, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces, to the Officiating Secretary to the Government of Bengal, Revenue Department,—
(No. 378C., dated the 1st September 1871.)

I AM directed by the Member in charge to submit the following report on the state of the salt market for the 1st quarter of 1871-72, comprising the months of April, May, and June last.

A. MONEY, Esq., C.B.

2. The quantity of Government salt sold at the Presidency under wholesale rowannahs, amounted to 5,110 maunds, as shown in the margin, giving a monthly average of mds. 1,703 against 962 maunds in the preceding quarter. The whole of this quantity represents the clearances from the Hidgelee stocks.

| | Mds. |
|-------|-------|
| April | 1,985 |
| May | 1,845 |
| June | 1,280 |
| Total | 5,110 |

3. The sales of Government salt at Pooree amounted to 300 maunds only against 2,132 maunds in the preceding quarter, and 8,300 maunds in the corresponding quarter of 1870-71. The falling off in the clearances during the quarter under review is attributable to the second of the two causes ascribed in paragraph 3 of the report for the previous quarter, for the decline in that quarter.

4. The quantities of excise salt sold in Cuttack, Balasore and Pooree, and the 24-Pergunnahs from the stocks of the different seasons, and the quantities which remained in store at the close of the quarter, are shown in the following statement:—

| | CUTTACK. | | BALASORE. | | | | POOREE. | | 24-PERGUNNAHS. | |
|--------------------------------------|----------------|-----------|----------------|-----------|--|-------------|----------------|-----------|----------------|-----------|
| | MANUFACTURE OF | | MANUFACTURE OF | | | | MANUFACTURE OF | | MANUFACTURE OF | |
| | 1866-70. | 1870-71. | 1867-68. | 1868-69. | 1869-70. | 1870-71. | 1866-70. | 1870-71. | 1869-70. | 1870-71. |
| | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. | Mds. Srs. |
| Balance at close of last quarter ... | 30,731 32 | 22,373 10 | 820 10 | 8,300 21 | 79,723 16 ⁹ / ₁₆ | 88,620 30 | 2,49,715 3 | ..... | 3,403 0 | 10,739 10 |
| Manufactured during the quarter | ..... | 21,742 10 | ..... | ..... | 10* 0 | 53,006 30 | ..... | 30,480 30 | ..... | 3,285 30 |
| Total ... | 30,731 32 | 44,115 20 | 820 10 | 8,300 21 | 79,733 16 ⁹ / ₁₆ | 1,41,627 20 | 2,49,715 3 | 30,480 30 | 3,403 0 | 14,025 0 |
| DEDUCT— | | | | | | | | | | |
| Quantity sold during the quarter | 8,245 0 | ..... | ..... | 2,360 0 | 21,365 35 | 2,558 0 | 53,132 0 | ..... | 2,000 0 | ..... |
| Wastage ... | ..... | ..... | 820 10 | ..... | ..... | 18 4 | ..... | ..... | ..... | ..... |
| Total ... | 8,245 0 | ..... | 820 10 | 2,360 0 | 21,365 35 | 2,576 4 | 53,132 0 | ..... | 2,000 0 | ..... |
| Balance at close of quarter ... | 31,486 32 | 44,115 20 | ..... | 5,940 21 | 58,367 21 ⁹ / ₁₆ | 1,39,051 16 | 1,06,583 3 | 30,480 30 | 1,403 0 | 14,025 0 |

It will be observed from the above that the total clearances of excise salt during the quarter amounted to 89,661 maunds against 71,123 maunds in the previous quarter, and 30,037 maunds in the corresponding quarter of 1870-71. The clearances in Pooree still continue to increase. The sales having been 53,132, as shown in the foregoing table, against 35,977 in the preceding quarter.

5. The subjoined statement shews comparatively the total importations into the port of Calcutta, and the total clearances of sea-imported salt during the quarter, and the corresponding quarter of the two preceding years:—

| DESCRIPTION OF SALT. | 1ST QUARTER OF 1869-70. | | 1ST QUARTER OF 1870-71. | | 1ST QUARTER OF 1871-72. | |
|----------------------|-------------------------|-----------|-------------------------|-----------|-------------------------|-----------|
| | Imported. | Cleared. | Imported. | Cleared. | Imported. | Cleared. |
| | Mds. | Mds. | Mds. | Mds. | Mds. | Mds. |
| Liverpool Pungah ... | 14,53,320 | 10,06,100 | 6,96,835 | 9,74,733 | 20,33,029 | 12,34,924 |
| Foreign Kurkutch ... | 1,18,400 | 91,103 | 63,716 | 60,885 | 40,186 | 28,157 |
| Indian Ditto ... | 5,84,518 | 2,15,999 | 3,44,706 | 2,26,669 | 1,63,150 | 1,95,977 |
| Ceylon Ditto ... | ..... | 5,186 | ..... | 5,710 | ..... | 4,310 |
| Total ... | 21,56,238 | 13,18,308 | 11,07,257 | 12,67,997 | 22,36,365 | 14,63,568 |

6. The following are the details of the Indian Kurkutch salt shown above:—

| FROM WHENCE IMPORTED. | 1ST QUARTER OF 1869-70. | | 1ST QUARTER OF 1870-71. | | 1ST QUARTER OF 1871-72. | |
|-----------------------|-------------------------|----------|-------------------------|----------|-------------------------|----------|
| | Imported. | Cleared. | Imported. | Cleared. | Imported. | Cleared. |
| | Mds. | Mds. | Mds. | Mds. | Mds. | Mds. |
| Kurrachee ... | 27,639 | ..... | 43,556 | 950 | ..... | 38,200 |
| Bombay ... | 4,22,699 | 1,58,163 | 1,65,630 | 1,53,211 | 53,370 | 1,91,124 |
| Madras ... | 66,638 | 56,736 | 19,020 | 66,258 | 37,500 | 36,653 |
| Ennore ... | 33,992 | 1,100 | ..... | 6,250 | ..... | ..... |
| Covelong ... | 27,000 | ..... | 1,16,500 | ..... | 72,980 | ..... |
| Ekapally ... | 5,040 | ..... | ..... | ..... | ..... | ..... |
| Total ... | 5,84,518 | 2,15,999 | 3,44,706 | 2,26,669 | 1,63,150 | 1,95,977 |

* Excess found on clearance of storage.

7. The following table shows the total quantity of sea-imported salt remaining in the warehouses at the close of the quarter as compared with the previous three quarters :—

| WHERE STORED. | | | | 2nd quarter of 1870-71. | 3rd quarter of 1870-71. | 4th quarter of 1870-71. | 1st quarter of 1871-72. |
|------------------------------|-----|-----|-----|----------------------------|----------------------------|----------------------------|----------------------------|
| | | | | Mds. | Mds. | Mds. | Mds. |
| Sulkea Government golahs | ... | ... | ... | 15,54,290 | 20,67,741 | 17,60,769 | 21,60,231 |
| Ditto private golahs | ... | ... | ... | 48,400 | 48,400 | 24,325 | 21,017 |
| Ghoseery golahs | ... | ... | ... | 1,42,611 | 1,37,811 | 1,30,286 | 1,25,287 |
| Seebpore ditto | ... | ... | ... | 74,282 | 69,282 | 57,176 | 88,073 |
| Calcutta ditto | ... | ... | ... | 2,261 | 1,150 | 1,150 | ... |
| Chittagong Government golahs | ... | ... | ... | 2,39,739 | 2,14,496 | 1,75,081 | 1,22,832 |
| Total | | | | 20,61,573 | 25,38,880 | 21,48,587 | 25,17,440 |

8. The following table exhibits the despatches of salt from Calcutta by water and the three railways *via* the several salt-pass stations into the interior of the country, both east and west of the river Hooghly, during the quarter under review, and the corresponding quarter of the two preceding years :—

| Period. | <i>Via</i> Ballikhal. | <i>Via</i> Sankrail. | <i>Via</i> Gewa- khalee. | <i>Via</i> Kidder- pore. | <i>Via</i> Ballia- ghatta. | By the East Indian Railway. | By the East- ern Bengal Railway. | By the Cal- cutta and S. E. Railway. |
|------------------------------|--------------------------|-------------------------|--------------------------------|--------------------------------|----------------------------------|-----------------------------------|--|--|
| | Mds. | Mds. | Mds. | Mds. | Mds. | Mds. | Mds. | Mds. |
| First quarter of 1869-70 ... | 2,38,487 | 1,12,078 | 99,240 | 75,107 | 3,51,536 | 3,02,288 | 12,404 | 111 |
| Ditto 1870-71 ... | 2,54,149 | 1,09,823 | 95,336 | 80,406 | 3,49,324 | 2,99,867 | 12,498 | 17 |
| Ditto 1871-72 ... | 4,04,689 | 1,33,491 | 1,22,250 | 78,366 | 4,64,634 | 2,95,995 | 14,283 | 34 |

The quantity of salt despatched by the East Indian Railway to stations beyond Buxar in the quarter under review amounted to 7,780 maunds against 3,950-10 maunds in the preceding quarter, and 4,942 maunds in the corresponding quarter of 1870-71.

9. The shipments of Liverpool salt for the port of Calcutta, according to published market reports, were as follows :—

| | Tons. |
|-------|--------|
| April | ... |
| May | ... |
| June | ... |
| | 23,292 |
| | 14,448 |
| | 18,917 |

No shipments were reported for Chittagong.

10. The prevailing market prices per hundred maunds of Liverpool and other descriptions of salt at the close of each fortnight during the quarter under report, as compared with those which obtained at the same periods of last year, are shown in the following statement :—

| DESCRIPTION OF SALT. | Prices on 15th April. | | Prices on 30th April. | | Prices on 15th May. | | Prices on 31st May. | | Prices on 15th June. | | Prices on 30th June. | |
|----------------------|--------------------------|--------|--------------------------|--------|------------------------|--------|------------------------|--------|-------------------------|--------|-------------------------|--------|
| | 1870. | 1871. | 1870. | 1871. | 1870. | 1871. | 1870. | 1871. | 1870. | 1871. | 1870. | 1871. |
| Liverpool Pungah | Rs. 59 | Rs. 54 | Rs. 78 | Rs. 61 | Rs. 79 | Rs. 60 | Rs. 77 | Rs. 55 | Rs. 78 | Rs. 54 | Rs. 74 | Rs. 65 |
| French Kurkutch | 66 | 57 | 66 | 58 | 66 | 58 | 65 | 60 | 66 | 60 | 65 | 60 |
| Jeddah ditto | 85 | 84 | 85 | 83 | 85 | 83 | 85 | 84 | 87 | 83 | 90 | 83 |
| Ceylon ditto | 52 | 48 | 52 | 55 | 52 | 55 | 52 | 55 | 52 | 55 | 52 | 55 |
| Scinde ditto | 50 | 35 | 50 | 34 | 46 | 35 | 45 | 35 | 45 | 35 | 45 | 35 |
| Bombay ditto | 34 | 38 | 31 | 38 | 31 | 43 | 31 | 43 | 39 | 43 | 39 | 42 |
| Madras ditto | 46 | 48 | 44 | 47 | 49 | 48 | 50 | 47 | 49 | 47 | 49 | 46 |

11. The following statement exhibits the total quantities of salt that were available for the private export trade at the several depôts in the Madras Presidency on the first day of each of the three months constituting the present quarter, and the corresponding quarters of 1868-69 and 1869-70 :—

| Month. | | | | | 1868-69. | 1869-70. | 1870-71. |
|--------|-----|-----|-----|-----|----------|----------|----------|
| April | ... | ... | ... | ... | 8,63,370 | 7,80,630 | 6,49,117 |
| May | ... | ... | ... | ... | 8,24,097 | 7,80,630 | 6,41,856 |
| June | ... | ... | ... | ... | 7,89,975 | 7,80,630 | 6,24,142 |

12. The following statement shows the quantities of sea-imported salt admitted into bond and cleared from bond and ship-board at Chittagong, during the quarter under review, and the corresponding quarter of 1870-71. No transactions in sea-imported salt have been reported for the quarter from any of the Orissa ports :—

| DESCRIPTION OF SALT. | | | | ADMITTED INTO BOND. | | CLEARANCES. | |
|----------------------|-----|-----|-----|---------------------|----------|-------------|----------|
| | | | | 1870-71. | 1871-72. | 1870-71. | 1871-72. |
| Liverpool Pungah | ... | ... | ... | 50,812 | ..... | 54,358 | 43,864 |
| Madras Kurkutch | ... | ... | ... | ..... | ..... | 3,827 | 2,612 |
| Bremen Pungah | ... | ... | ... | ..... | ..... | ..... | 4,948 |
| Foreign Kurkutch | ... | ... | ... | 12,144 | ..... | 140 | ..... |
| Total | ... | ... | ... | 62,956 | ..... | 58,325 | 51,424 |

13. With reference to the delay of two months after the close of the quarter for which it is drawn, in the submission of this report, I am to explain that it has hitherto been the practice, before accepting the figures furnished by district officers representing the clearances of both Government and private salt, to verify them with those furnished by the Accountant-General in a statement showing the realizations from such clearances. This statement the Accountant-General is unable to submit before the second month after the close of that for which it is prepared, and the compilation of the Board's report is therefore delayed. It appears, however, to Mr. Money that any such verification as above mentioned, of the district figures, is unnecessary, seeing that the discrepancies which occur are of slight consequence. The Board's salt quarterly reports will accordingly be drawn up in future, immediately on receipt of the district returns.

Statement showing Rainfall, Weather, State, and Prospects of the Crops in the different Districts of the Lower Provinces of Bengal, as reported to Government during the week ending 16th September 1871.

| Number. | District. | Date of return from each district. | Rainfall at Sud-der Station, in inches. | Character of the weather in the district, as far as known. | State and Prospects of the Crops at date. | REMARKS. |
|---------|---------------|------------------------------------|---|--|--|--|
| 1 | Bhaugulpore | Sept. 15th | 2.3 | Rainy and favorable. | Very good, except where destroyed by floods, where several persons are in distress: the river risen again 5 or 6 inches. | * No information. |
| 2 | Monghyr | " 16th | * | Seasonable | Considerable portion of the crops destroyed by floods. River falling. | |
| 3 | Purneah | " 2nd | 3.3 | Rain and sun | Good where inundation has not extended. | |
| 4 | Rajmehal | " 16th | ..... | Very rainy | No change in rice crops. Hill Jenera affected by excessive rain. | |
| 5 | Deoghur | " 16th | 2.9 | Unfavorable | Cold weather crops being damaged by excessive rain. Rice as before. | † No rain gauge. Cattle disease virulent. |
| 6 | Nya Doomka | " 16th | 4.0 | Rainy and very moist. | High land rice good; low land injured by excessive rain. | |
| 7 | Godda | " 16th | † | Favorable and healthy. | Rice very good. | |
| 8 | Pakour. | " 15th | 2.2 | Very rainy | Good; low land rice suffering from too much rain. | |
| 9 | Jamtara | " 16th | 1.7 | Rainy and cloudy | Generally good; but in some places considerably damaged by floods. | |
| 10 | Patna | " 16th | 1.5 | Seasonable | Rice promising. | |
| 11 | Gya | " 16th | 2.4 | Rainy | Rice promises well. | |
| 12 | Chumparun. | " 16th | 4.8 | Rainy and cloudy | All sorts of crops have suffered either from inundations or excessive rainfall. | |
| 13 | Sarun. | " 16th | 2.3 | Rainy | Low land Ous more than half destroyed. Amun safe yet. | |
| 14 | Shahabad | " 16th | 5.5 | Rain, thunder, and lightning. | Favorable. | |
| 15 | Tirhoot | " 16th | 3.6 | Rainy | In some places $\frac{2}{3}$ ths of the Bhadoi and $\frac{1}{2}$ of Amun have been destroyed by inundation; the rest fair. | Waters subsiding and fever prevailing. The river is going down slowly but steadily. |
| 16 | Rajshahye | " 14th | 3.8 | Very rainy | Same as last week; but the heavy showers may injure the Amun crops. | |
| 17 | Bogra. | " 16th | 7.4 | Seasonable | Ous and Amun much damaged by floods, but what has escaped is very promising. | |
| 18 | Dinagapore | " 16th | 3.0 | Rainy and cloudy | Both Ous and Amun damaged; sugar-cane not good. | |
| 19 | Maldah | " 15th | 6.0 | Hot and rainy | Ous and Amun slightly injured by rain. | |
| 20 | Moorsheadabad | " 16th | 5.8 | Constant heavy rain. | Crops suffering from want of sun and excess of rain. | |
| 21 | Pubna | " 16th | 2.1 | Fair and rainy | Ous good and nearly reaped. Amun in many places injured by floods. | |
| 22 | Rungpore. | " 16th | 7.1 | Favorable | Floods have caused very considerable damage to the crops. | |
| 23 | Burdwan | " 16th | 2.2 | Rainy | Good. | |
| 24 | Bancoorah | " 16th | 2.2 | Rainy | Crops much damaged by floods: water gradually going down. | |
| 25 | Beerbhoom | " 16th | 2.1 | Cool and cloudy | Much brighter; waters subsiding. Much of the Amun escaped destruction by the water being timely drained off. | |
| 26 | Hooghly | " 16th | | | | |
| 27 | Howrah | " 16th | | | | |
| 28 | Midnapore | " 15th | | | | |
| 29 | Nuddea | " 16th | | | | |
| 30 | Jessore | " 15th | | | | |